

MANUFACTURERS' RECORD

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BALTIMORE, APRIL 28, 1910.

ON THE WRONG TRAIL.

President Taft is not the first public man at Washington to be misled into thinking that a thing is representative of substantial Southern interests simply because it uses the adjective Southern.

SPONGES.

It is reported that the latest philanthropy organized in New York is the Society for the Prevention of Cruelty to Sponges, said sponges, it is alleged, suffering greatly by being compelled to lie in the hot sun after being fished up from the sea. The philanthropy most needed in New York city is the Society for the Suppression of Sponges, which would have comfortable occupation for some time in bringing an end to a myriad of philanthropies in the metropolis organized for the purpose of creating salaries for their originators, and, consequently, preventing sponges from becoming of use to mankind. They are mostly sociological.

A LIVE MAN.

John H. Beall of St. Louis, general passenger agent of the Mobile & Ohio Railroad, is the liveliest publicity agent of the Appalachian Exposition loose outside of Knoxville, as far as we have observed. He attended the banquet of the Appalachian Press Association at Knoxville early this month, and was so impressed with the possibilities in the exposition which is to be held next fall that he went straight back home, and ever since has been stirring things up in St. Louis in favor of that city's taking advantage of the exposition to

advance the interests of St. Louis and Missouri. He has been appointed commissioner for St. Louis, and no one can doubt that his intelligent zeal will result in his city's seizing the opportunity to strengthen and extend its trade relations with the Southeast.

The Appalachian region, stretching from the Pennsylvania line into Alabama and embracing the greater part of the timber and mineral and water-power resources of Maryland, Virginia, West Virginia, Kentucky, Tennessee, North Carolina, South Carolina, Georgia and Alabama, is one of the most potential regions on the globe. Its development is of vital importance to the whole South and to the country, and the exposition to further that development is an undertaking appealing to every live Southern community and to other cities that must benefit if they participate in that development. Mr. Beall has aroused St. Louis to a realization of that fact. What are Chicago, Cincinnati and Baltimore doing in that respect?

THE POSTAL DEFICIT?

According to a dispatch to the New York Sun from Washington, receipts from nearly every postoffice in the country this year have increased so greatly that the postal deficit is rapidly being wiped out, and it looks as though the Postoffice Department will be able to announce on June 30 next that it is self-sustaining for the first time in many years. Less than six months ago the Postoffice Department was the medium for an attempt to create a public opinion to the effect that a so-called deficit of about \$18,000,000 annually in the Postoffice Department was caused by the low rate upon second-class mail matter, especially magazines and other periodicals not daily. Cultivators of such an impression did not announce their purpose, but it was obvious that should the public opinion take form in the legislation that was contemplated many excellent publications would be confined to restricted areas of usefulness to the public, if, indeed, they would not be utterly suppressed, while it would have been impossible for new publications to come to life. In the drive against second-class mail by way of the National Government were the possibilities of the creation of the biggest sort of a trust, and a most dangerous trust at that, dominating the main agencies of public opinion.

There have been a few combinations in second-class publications, but the MANUFACTURERS' RECORD has heard of none of any standing quitting publication. The postal rate on second-class matter is the same as it was six months ago, yet, with just as many second-class periodicals published and carried by the postoffice at the same rate, there is the prospect of the Postoffice Department not having a deficit.

The fault with the Postoffice Department cannot be loaded upon second-class periodicals. If the methods prevailing

in the Postoffice Department should be adopted by second-class periodicals in the country, they could not live six months. They would be financial wrecks. If the business methods controlling the conduct of successful second-class periodicals — first class in everything but postal regulations — could by any possibility be introduced into the Postoffice Department, that branch of the Government would become a revenue producer. But who in the world can expect business benefits from a political machine except by accident?

NORTH CAROLINA ROADS.

North Carolina spent \$1,052,800 on roads in 1909, of which \$649,190 were for new roads and \$403,700 for maintenance, the greater part of the latter sum for repair of dirt roads. The aggregate expenditure does not include the work in 19 of the 98 counties of the State, where practically all the repairs were made under the old system of tax paid by labor. Of the 403 miles of improved roads constructed, 163 miles were of sand clay, costing \$90,000; 131½ miles of macadam, costing \$502,490, and 108½ miles of gravel, costing \$56,700. The average cost per mile was \$3821 for macadam, \$552 for sand clay and \$513 for gravel. The comparatively low average per mile for both macadam and gravel is explained in the bulletin of the Southern Appalachian Good-Roads Association by the fact that some of the roads had been already partly graded or needed no large amount of grading before surfacing.

That is a fairly good showing on the part of a State which was a pioneer in improved road construction in the South, but it is but an index to the healthy spirit prevailing in that State and most recently manifested in the enthusiastic determination to provide a first-class highway across the State connecting Charlotte with Knoxville by way of Asheville and bring part of a system in the Appalachian Highlands, linking Charlotte, Spartanburg, Atlanta, Knoxville, Hendersonville, Asheville, Greenville and other cities, and opening up to tourists a section of the country hardly yet appreciated as it should be by healthseekers and those on pleasure bent.

THE APPALACHIAN RESERVE.

The bill providing for the creation of forest reserves in the Southern Appalachian region and in the White Mountains of New England has been favorably reported to the House of Representatives. It should be pushed through Congress and be made law. It is difficult to understand why the Congress should dilly-dally with this most important measure. It has been before one or both houses of the National Legislature for several years. It is supported by scientists, by intelligent public men and by material interests or many kinds in different parts of the country, appreciating that it is no local

project, but one affecting the welfare of the United States. But there is some influence that has managed heretofore to hold it up.

In the Southern Appalachians are the headsprings of great rivers that are important arteries of internal trade and contributors to the foreign trade of the country, on the one hand, and, on the other, sources of power for industries aggregating not less than 5,000,000 horse-power when electrically developed. Upon the regular flow of these streams depends in great measure the success of agricultural undertakings in probably a third of the productive area of the United States. When the remnants of primeval forests now crowning the Appalachian highlands shall disappear and no growth replace them, commerce, manufacturing and agriculture will be seriously menaced. The mediums for the proper feeding and protection of headsprings will have passed and the springs will not exist. Rivers whose flow can be regulated as long as the forests are preserved will become dry beds, almost at one season, and raging and destructive torrents at another. Their courses will be shallow beyond the possibility of navigation, and their industrial potentiality, now neglected in great measure, will become a thing of naught.

This disaster can be averted by a proper and reasonable conservation policy looked to in the bill now before Congress. Friends of that measure on the ground at Washington, and fully acquainted with all the circumstances, should discover what influences retard it and without hesitation let the country know. It is believed that the embarrassing influences would not be sustained by the people of the United States.

WHAT OF COTTON WITHIN THE NEXT TWELVE MONTHS?

Unprecedented weather in portions of some of the cotton-growing States, added to the failure of a cotton-brokerage firm in Alabama with wide connections, affecting principally foreign interests, has created a situation compelling everybody concerned about cotton, from the planting of the seed to the marketing of the finished products, to give serious thought to the outcome as to cotton during the next 12 months.

At the outset it should be noted that, statistically, the Southern cotton mills are in a better position than the mills of any other section in the world. They seem to have been less affected than any other group of mills, as far as buying cotton was involved, by the deliberate drive led by foreign textile manufacturers against the price of cotton instituted at the beginning of the commercial year, now two-thirds past. They were in a position to know that a short crop justified an advance in price, and they had the good sense to act upon such knowledge and to buy cotton when they could instead of attempting to beat down the

price artificially. Consequently, the Southern cotton mills have taken already more cotton than the mills in the rest of the country. This has happened two or three times before, but it is believed never before so early in the season. According to the figures of Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, Southern mills had taken up to April 22 nearly 15,000 bales of cotton more than the mills in the rest of the country had taken. The takings by Southern spinners up to that date were only 52,059 bales less than their takings in the same period last season, while the 1,800,413 bales taken by spinners in the rest of the country were 546,995 bales less than their takings in the same period last season, and the 5,180,143 bales taken by foreign spinners, not including 52,292 bales returned to this country within the past few weeks, were 2,144,224 bales less. In the first eight months of the season foreign spinners have taken 3,268,906 bales less than they took in the whole of last season, the spinners in the United States outside the South 879,587 bales less, and Southern spinners 744,000 less. About 1,000,000 bales of the 1909 crop are yet to come upon the market. The call of the world's mills during the next 12 months under normal conditions would be for at least 18,000,000 bales if their spindles are to be kept active. The world's requirements are now on a scale that makes a crop of 14,000,000 bales in the South almost a necessity if great distress is to be averted in textile centers already caught short of supplies as a result of the campaign based upon the fallacy that a smaller crop could be bought at the same price as a large crop, if not at a less price.

It must be borne in mind that that side of the cotton market interested in having cotton rule at the highest possible price, including the growers and those closely allied to them, as well as the bulls in the speculative class, will make the most of the reports of damage to the cotton. These reports are probably exaggerated. Some days must elapse before the growers may recover from the apprehension, due to the unwonted weather conditions, sufficiently to pass a fair judgment upon the situation and determine to what extent replanting may be necessary. A special dispatch to the MANUFACTURERS' RECORD from Alabama, in the heart of that region, from a gentleman who keeps in close touch with all phases of farming expresses the belief that cottonseed in the ground is not damaged, but that probably one-quarter of the acreage where the cotton was up will have to be replanted. He adds that the weather has moderated, and if a warm rain comes conditions will be found to be much better than have been reported, and that the supply of seed obtainable for replanting is ample. Because of the high price of cottonseed this year there was a fear that the cold spell had caught the planters stripped of opportunity to get more seed, but from many other quarters, including oil mills, comes to the MANUFACTURERS' RECORD the information that there need be no anxiety on that score, as an ample supply of seed, it is claimed, will be available.

That news is intensely gratifying. Special dispatches from many parts of the South to the MANUFACTURERS' RECORD, coming from bankers, oil-mill people and others in close touch with the situation, indicate that while the weather has been very bad, the damage to cotton above ground in the sections af-

ected very serious, the supply of seed will be sufficient to replant at once. Replanting is often necessary, but in such a condition as the present the new planting is of vital importance, for any disaster to that would be indeed a calamity of worldwide importance. If the South should only produce a small crop this year, it would secure a price which would greatly enrich it, but a short crop would mean calamity to mills throughout the world and to millions of employees. We believe that the South, so far as it is concerned, will rapidly replant, and that, whether it raises a small crop or a fairly large one, will secure for it prices that will yield a big profit. But for the good of the world we hope that the South will produce a large crop. The world badly needs it.

Elsewhere in this issue is published a careful review of the situation by Col. A. B. Shepperson, the well-known cotton statistician of New York, together with special correspondence dealing with the supply of cottonseed.

MOTOR CARS GROWING IN FAVOR.

For certain kinds of railroad service motor cars are gradually coming into more general use. Upon branch lines where a small amount of passenger traffic has to be provided with facilities, but on which the operation of trains is unprofitable, these new vehicles have satisfactorily solved problems that puzzled operating officers. One of the lines to recently purchase and use a motor car is the Norfolk & Southern Railway. It has one of the McKen type, with gasoline for power, and it is successfully operated upon a division 51 miles long, making one round trip each day. This is the first of these cars to be used east of the Mississippi River, although a number of them are in operation to the west thereof, where they were introduced several years ago. The first of them was employed in a Southern State—Texas. Now that they have made a debut in the eastern part of our country, it may be anticipated that a wider field for them will be opened up, as well as for other motor cars of different types and patterns. The Southern Railway has lately gotten two of the gasoline-electric cars made by the General Electric Co., and other roads are experimenting with steam motor cars, or some other style of individual self-propelled passenger coaches.

The chief advantage of railroad motor cars from the operating man's point of view is their economy. A motorman and a conductor are all the crew really necessary to handle one of them and, consequently, a reduction of expenses can be effected by substituting them for steam trains. The percentage of saving accomplished is important, and consideration of this great advantage makes a strong appeal for an official decision in their favor. They also have a strong attraction in the minds of promoters of comparatively short lines projected in various sections, but especially in sundry parts of the South, where passenger service is required at a minimum of expense, and many new roads are now proposed with the idea of operating them (for passenger traffic at least) by some form of gasoline car, although steam locomotives may be used for hauling freight. Doubtless the success of several of these new enterprises will depend upon the adoption of motor cars with small crews in preference to trains hauled by steam engines, the smallest of the latter having

at the lowest estimate twice as many men to operate it as does a motor car.

Another significant fact concerning the disposition in different quarters to do away with the use of steam locomotives is the operation of the Washington, Baltimore & Annapolis Electric Railway and of the Maryland Electric Railway wholly by means of electric cars, so far as passenger service is concerned. The first-named company has a double-tracked line, built in the most approved modern fashion, and operates single cars on a half-hourly schedule each way all day between Baltimore and Washington, its tracks running into the heart of each city, the schedule at night being hourly. It also has a branch to Annapolis, but cars run direct between there and Baltimore and Washington, respectively, at hourly intervals. On the Maryland Electric, between Baltimore and Annapolis, the daytime schedule is every half hour each way, with one hour intervals after dark. A result of the operation of these two roads by electric power is the removal of steam locomotives from the "Ancient City," as Annapolis is locally termed, and they are seldom seen there, excepting when one comes toiling in with a string of freight cars behind it.

But there is an important difference between the conditions which caused the operation of these two roads with single cars propelled by electricity and the circumstances which required certain lines elsewhere to be operated by gasoline or gasoline-electric cars. In the case of the former it was the existence of a large and frequent passenger travel, which permitted the economic adoption of electric cars; in the case of the latter it was lack of much traveling that prompted the use of motor cars. But it must not be conceived that the use of cars propelled by gasoline "straight," or in combination with electricity, or of cars driven by the new-style steam motors, would not be suitable upon lines having large traffic. Upon the contrary, it is claimed that they will readily handle a heavy business, their power and speed permitting them to haul one or more trailers when necessary.

Unquestionably, the independent motor car has come into recognition as an important factor in our railroad service.

A WISE MOVE BY GREAT CORPORATIONS.

That the leading public-service corporations of the country—telegraph, telephone, gas and electric light, city railroads and steam railroads—are learning the wisdom of appealing directly to the public through broad newspaper advertising is one of the most encouraging signs of the times. It was but a few years ago when the policy of "the public be d—d" prevailed in far too many cases. Great business organizations did not realize their responsibility to the public. They are now beginning to do so. Not only public-service corporations, but other great organizations dealing with the public, should see the wisdom of this new policy.

The writer once had occasion to say to one of the great leaders in American development that he and many others were making a serious blunder in ignoring the public and in failing to acquaint the public with what they were doing in material upbuilding. In effect it was said at the time: "This suggestion is not made because of any interest in your own particular business, nor is it made because of any personal feeling as to your great success, but because the pol-

icy that you and other leaders are following is endangering this country. You are helping to create a spirit of antagonism which may mean more than injury to you and your associates or the possible destruction of your business; it may mean such a spirit of unrest and dissatisfaction throughout the country as to ultimately mean the destruction of our Government as it exists today."

It is from this viewpoint that the MANUFACTURERS' RECORD, believing that it has read something of human history, has sought, when the time seemed opportune, to awaken great corporations to their own responsibilities to the public, and at other times, when the situation demanded it, to urgently press upon the country the danger of being misled by demagogues seeking to ride into power through the development of public clamor and hatred to all great enterprises. A few years ago, at a time when agitation against railroads only made it more impossible to secure money for the building of new roads so much needed by the country, the MANUFACTURERS' RECORD unceasingly pointed out the mistake which the public was making in this fight against railroads. Now that this spirit of hostility has so largely passed away, the MANUFACTURERS' RECORD, with equal emphasis, would urge upon the railroads the importance of so expanding their facilities for handling traffic, and so eliminating the just causes for criticism which the public in times past had, as to leave no possible ground for the revival of hostility to the injury of the people and of the roads themselves.

Illustrating the new spirit which is developing among all public corporations in the way of taking the people into their confidence are some facts presented in an advertisement of the New York Central. These facts are so clearly set forth that it is worth giving the New York Central this free advertisement to point out how clearly the case is stated. The management of that road, through the papers, not by way of press agents attempting to unload advertising stuff upon newspapers in the guise of news, but by square, honest, displayed advertising, calls attention to the fact that during last year the road carried 77,900,000 passengers; it handled 188,750,000 tons of freight; it purchased \$75,000,000 worth of supplies, including everything from steel rails and locomotives and advertising space and railroad ties to eggs and butter and bacon. Some of these supplies were bought from individuals, some from companies with many stockholders and a host of employees. These purchases, representing so vast an amount of money, were of benefit to the farmer, to the poultry-raiser, to the buttermaker, to the locomotive builder, to the steel works, to the lumber operator, and practically to every other line of industry. The company paid to 135,211 employees an aggregate of \$95,277,000 in wages. This great sum was likewise expended by the employees for everything that enters into the comfort and convenience of humanity. It went for foodstuffs, for clothing, for houses and for the employment of other people. The securities of the company are owned by 200,000 stock and bond holders, and the income which they derived from their investment, even though they received but little more than the savings bank rate, likewise went for the support of thousands of people and the maintenance of a demand for everything needed in the home or in business.

What is true of the New York Cen-

SOUTHERN FACTS AND SOUTHERN FACTORS

—Nuggets of Knowledge—

THE SOUTH YIELDS ANNUALLY—

\$2,675,000,000 from its factories.
 \$2,550,000,000 from its farms.
 \$400,000,000 from its forests.
 \$300,000,000 from its mines.
 \$1,000,000,000 of cotton and cottonseed.
 \$700,000,000 of grain.
 \$180,000,000 of live-stock.
 \$175,000,000 of dairy products.
 \$170,000,000 of poultry products.
 \$150,000,000 of fruits and vegetables.
 \$75,000,000 of tobacco.
 \$50,000,000 of sugar products.
 \$650,000,000 of exports.
 20,000,000,000 feet of lumber.
 1,250,000,000 pounds of cotton goods.
 880,000,000 bushels of cereals.
 90,000,000 tons of coal.
 30,000,000 barrels of petroleum.
 8,500,000 tons of coke.
 6,000,000 tons of iron ore.
 3,500,000 tons of pig-iron.
 2,375,000 tons of phosphate rock.
 350,000 tons of sulphur.

THE SOUTH'S RESOURCES INCLUDE—

28,000,000 population.
 806,947 square miles of land area.
 232,400,000 acres of wooded area.
 16,000 miles of navigable inland waterways.
 2500 miles of coast line.
 70,000 miles of railroad.
 \$2,110,000,000 invested in manufacturing.
 265 separate kinds of industries.
 11,000,000 spindles.
 250,000 looms.
 845 cotton mills.
 830 cottonseed-oil mills.
 125 blast furnaces.
 15,250 lumber mills.
 50 leading minerals.
 490,000,000 tons of coal.
 10,000,000,000 tons of iron ore.
 5,000,000 horse-power in streams.
 1,000,000 hydro-electric power.
 350,000,000 acres of farm land.
 35,000,000 head of live-stock.
 \$1,400,000,000 of bank deposits.
 \$21,000,000,000 of property.

tral road as thus very clearly and comprehensively set forth in these facts and figures is true of every other railroad and of every other great business corporation. No road and no business lives unto itself. It is a part of the great business life of the country. Injure the one and you necessarily injure the whole business community. A man might as well expect to take a hammer and maul his hand into jelly and expect not to suffer as to expect to see the railroads injured either by the mismanagement of their officers or by unwise legislation without the public having to pay the penalty in suffering. The reverse is equally true. If railroads and other great corporations maul the public, they will suffer equally as much pain as that given to the public.

There is a common meeting ground on which all can gather for the benefit of everybody. On this common meeting ground both sides—the corporations and the railroads, on the one hand, and the people, on the other—should come to a better knowledge of each other, to a mutual recognition of each other's needs, and how to serve each other; for in serving each other, each serves himself. Temporary success, however great it may be, won by unwise methods will react in the end. The railroad that ignores the rights, and not only the rights, but the sentiment of the people, may temporarily seem to prosper, and it may do so to some extent from the purely financial point of view, but in the end, in one way or another, it will pay the penalty. It is, therefore, gratifying to see how rapidly the great business leaders of the country, men in position to direct affairs, are coming to a recognition of the wisdom of that other more recent saying than "the public be damned," namely, the one recently stated by President W. G. McAdoo of New York, "the public be pleased." It is not enough to give good service or to sell good goods. It is not enough that the service be low in cost or that the goods be sold at the lowest profitable price. These things should be accompanied by the spirit of humanity in business, of

the recognition of the other man's point of view, so that "good-will" will mean really the good-will of the public, and not its enmity.

ON HURRAHING WHEN ONE GOES INTO THE WOODS.

It is the part of discretion not to hurrah before one gets out of the woods. Some folks, in hailing as the premonitions of a political revolution the retirement of one or two statesmen from public action and the sprouting here and there of blades of a species of political grass where none of the kind has flourished for quite a while, are really hurrahing before they go into the woods. Some exponents of public opinion, especially in the South, that already have in imagination "tariff reform" lassoed and stabled, forget the moral in that little hymn to the effect that the devil he grew sick and the devil a monk would be, and have not yet been able to understand the significance of tariff reform from their standpoint, in spite of the great light thrown upon the question in the debates on the Payne-Aldrich bill in 1909. They apparently still cling to the dangerous delusion inherent in the advocacy of free "raw materials." They do not seem capable of perceiving that revision downward in tariff schedules, as contemplated by the originators of the Payne-Aldrich bill, really means revision downward of the chances for the sections of the country having the "raw materials" for industry to develop to the extent that other sections have developed under a protective tariff system.

Only the other day the statement was made in a most matter-of-fact way that the reduction of the duty on iron ore from 40 cents to 15 cents a ton had made it possible to lay down Cuban ore at Boston at a price which would justify the building of a furnace there. Boston is the metropolis of a section where the cry for free "raw materials" has been most strenuous in recent years, but the section which has in the past waxed fat under the policy of protection. One cannot blame New England

for having the wit and the energy to take every advantage of national legislation and the nerve to induce national legislation favorable to its material welfare as long as national legislation is effected upon the principle of using Federal power for the benefit of particular sections or special interests or classes instead of for the greatest good of the greatest number. One must blame other sections that permit New England to use them in pulling its chestnuts from the fire.

Steel-ribbed, hide-bound protection and a home market were all very well for New England as long as New England enjoyed eminence as a manufacturer of goods to be sold in other parts of the country. In such circumstances it could afford to buy its "raw materials" from other sections. Presently, however, with the development of manufacturing industries elsewhere and the expanding of the market for "raw materials" and for the finished products closer to home, New England was confronted with difficulties unforeseen at the time when it led in the dawn of the machinery age in this country. Naturally sending consistency to the winds when it was a case of not making as much cash as usual or of possibly losing cash, New England drove straight at the heart of the protective tariff policy in demanding the admission, duty free, of "raw materials" for manufacturing.

But there is not the slightest reason why other parts of the country should impoverish themselves for the purpose of playing philanthropist to New England, or why a great number of comparatively small industries should be made to suffer in behalf of large aggregations who believe in a protective tariff only just as long as it gives them an advantage.

It is to their advantage, to be sure, to be able to buy from other lands more cheaply or to bring in from other lands "raw materials" produced by themselves more cheaply than they can buy them from American producers. If they have used the power of the Federal

Government or its favor to obtain possession at bedrock prices or otherwise of timber or coal lands in Canada or iron-ore lands in Cuba or sugar lands in the Philippines, and can induce a befuddled Congress to let them bring into this country duty free the "raw materials" thus obtainable, it is their good fortune, and they are more fortunate if they can persuade national lawmakers to believe that they are furthering the cause of "free trade" by voting for free "raw materials."

But their fortune and their advantage are won at the expense of the people of the United States and at the sacrifice of American producers of "raw materials" who cannot purchase American lands at the price of lands in undeveloped, derelict or debauched countries and cannot secure labor at banana and bread-fruit rates of living.

Before our "tariff revisionists," and especially those of the South, rush into support of the game which has assumed another form in talk at Washington of ending public careers, etc., they had better peel their eyes to the truths that nothing is "raw material" which represents the addition of human labor in any form to a natural product, whether iron ore, coal, lumber, petroleum, hides or fruits, vegetables and cotton; that the country is not benefited by any form of reciprocity which permits the marketing of one American product in foreign lands to the crippling of other home industries or the making profitable of investments of American capital in foreign countries, such as Canada or Mexico, to the creation of effective competition with American investments in the United States; that all such devices as drawbacks and countervailing injected into tariff laws are essentially deceptive and full of possibilities for ill to the country generally, and that the just and scientific tariff theory is that a reduction or removal of a duty affecting any "raw material" must be accompanied by a reduction or a removal of duty affecting the finished products from such "raw material."

WEALTH CREATION IN THE SOUTH.

In last week's issue some facts were given regarding an issue of \$1,250,000 of bonds, which have been taken by a Chicago banking house, the proceeds of which are to be used in the reclamation of a 34,000-acre tract of Louisiana land. The statements put forth in the prospectus of the bonds issued by this banking house are a great deal stronger than the MANUFACTURERS' RECORD has ever claimed as possibilities for the reclaimable lands of Louisiana and other Southern States. The president of the company owning the land, in a letter to the bankers, which is adopted by them as a part of the prospectus, says:

This land is the result of centuries of decaying vegetation, forming a deep muck deposit, which has also been infiltrated with the silt from the Mississippi River, adding to the muck a rich alluvial deposit. The combination of these two—the decaying muck, as rich as stable manure in nitrogen, and the fine alluvial silt cream of the Mississippi Valley—forms a loose arable soil, the fertility of which is greater than that of any known land. Analysis shows that this soil contains over 1.88 per cent. of nitrogen, which is about 18 times the nitrogen content of Illinois corn land.

This remarkable statement as to the character of the soil and the comparison with the best of Illinois corn land illustrate something of the value of this wet land of Louisiana. Referring to the rapid development of truck gardening around New Orleans for the local market, as well as for shipment to the North and West, the president of the company in his letter calls attention to the important fact that gardening is continuous 12 months of the year, with the winter garden the most profitable, and that as a result of this condition there is a rapid increase in the number of truck farmers and in the growth of demand for available land. He states that lands within wagon haul of New Orleans sell readily at high prices, and that he knows of no truck garden within 15 miles' wagon road of New Orleans that can be purchased for \$500 per acre, and adds: "Many truckers have land and are now buying additional lands at from \$1000 to \$2500 an acre." These high prices he attributes to the remarkable fertility of the soil, enabling the trucker to produce at a conservative figure at least \$200 per acre a year, while of staple crops, such as sugar cane, corn, broom corn, etc., he states that there is a net yield of from \$25 to \$100 per acre. In many cases, owing to the succession of garden truck, net yields on that are reported as high as \$500 per acre.

These statements are indicative of what can be done in the utilization of the hitherto unutilized lands of the South. Louisiana has several million acres of land available for reclamation probably not surpassed in fertility by any land in the world. Its utilization will add hundreds of millions of dollars to the wealth of the State, bring to that section a prosperity greater than that of the richest of the agricultural regions of the West, and help to make New Orleans one of the world's great cities. That a number of strong banking houses in the West, long identified with the development of land interests in that section, are now turning their attention to the South is a matter of national importance. One of them, as recently reported in the MANUFACTURERS' RECORD, lately bought 1,000,000 acres for drainage. In the case of the particular tract of 34,000 acres to which reference has been made, a Toronto land-handling company, which is re-

ported to have had remarkable success in handling real estate, will be identified with the location of settlers and the selling of land. This concern has an organization consisting, so it is said, of over 300 land agents located in the northern and eastern part of the United States and Canada, and for the last four years their land sales to farmers have aggregated 150,000 acres per annum. Thus Western capital and Western and Canadian land operators and men identified with population movements are now centering their attention in the South.

Recent investigations have been made by capitalists with a view to some very large operations of a similar character in Florida, where the drainage of the Everglades gives opportunities of adding some millions of acres of the most fertile soil in the State to its cultivable land. In Missouri, in Arkansas, in Mississippi and in Texas similar work is under way, while individual enterprises in the Carolinas are demonstrating the benefits to be derived. Thus we have entered upon an area of the utilization of these millions of acres of land which for centuries have been increasing in fertility, but which have been a drawback rather than an advantage to the South. For many years the MANUFACTURERS' RECORD has emphasized the possibilities of this work. It is gratifying to see that its teachings are being accepted not only by the people of the South, but by the people of all other sections, who see in this situation an exceptional opportunity for profit to themselves and benefit to the South.

FOR BUYERS AND SELLERS.

A study of the news contained in the advertisements that come to the MANUFACTURERS' RECORD every week is in itself of interest and of possible value to every man, whatever his business or profession.

Illustrating something of the character and wide scope of the things to buy and the things to sell covered in the Classified Opportunities department are the advertisements received during the past six days. In that department among the new advertisements of the week will be found the wants of hustling men who are looking for business opportunities: one man wants to hear from towns interested in building a textile mill; one man wants to sell an orange grove, one an ice factory; another a fire engine; of properties for sale, there are many tracts of timbered lands; some of coal properties; some of cut-over timber lands available for agriculture; city property, farm and truck lands, and easily drained alluvial prairie lands in Louisiana; lead and zinc properties. One man wants to sell a railroad lunch counter and hotel; one has a patent window fastener for sale; one wants to secure a canning factory on a 4000-acre peach orchard; a good many towns are looking for special industries, and are prepared to make attractive offers for the establishment of new enterprises. A Virginia city wants to sell franchises for electric light, railway and water-works; one man wants to sell a water-power, another a laundry; one man wants a position as superintendent of a foundry and machine works; one man as office manager and accountant.

Thus all through the pages the story runs of things wanted and things for sale; of men who want positions and positions looking for men; factories for sale and factories wanted; of timber

lands and coal properties for sale and how to make investments in them.

Turning from the Classified Opportunities received during the week to the advertisements under the heading of New Proposals received during the same period, there will be found offers of bonds for sale in Oklahoma; for water-works improvements; for sewerage systems; electric-light plant, and \$3,430,000 refunding bonds advertised by North Carolina. In the same department will be found advertisements for bids for construction, of paving and sewers in West Virginia; of street improvements in North Carolina; of fire-department equipment in Alabama; of a sewerage system of North Carolina; of water-power and electric-light plant in Oklahoma; of logging railroad in North Carolina; of water-distributing system in Georgia, and other wants for bids on many lines of construction work.

These facts are indicative of how the MANUFACTURERS' RECORD is more and more getting to be the meeting place—the trading ground—for the people of the South and the Southwest to meet those of the North and West, for people who have things to sell and those who want to buy things, for those who want contracts and those who are looking for contractors. In all of these advertisements there is a touch of the human side, a light on business conditions of various sections, and those who fail to read these departments of the MANUFACTURERS' RECORD carefully every week miss many things which would prove of very great interest and value to them.

GENEROSITY.

In changing its name to *Financial America* as more accurately describing the scope of its activities and influence the *Wall Street Summary* made an innovation in journalism that must excite the admiration of every generous-minded newspaper tinged by regret that the invention is not its own. It is a custom with many newspapers in referring to a contemporary to print the name of its contemporary in italics. But *Financial America* makes no such distinction, but refers to its contemporaries as well as to itself in a bold-faced black type. Such a policy will make new friends for *Financial America*, and consequently widen the range of its usefulness.

TEXAS INDUSTRIAL CONGRESS.

At its session last week at San Antonio the Texas Industrial Congress called upon all citizens of Texas to co-operate in making known the opportunities of the State and in the proper development of them; it called for that class of immigration which will put under cultivation the arable lands of the State, for legislation tending to bring factories to the State and to promote the building of railroads and public highways, and for the establishment of a State Bureau of Statistics and a Geological Department adequately equipped and financed to furnish authentic data to would-be investors.

THE COTTON MOVEMENT.

In his report for April 22 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 234 days of the present season was 9,463,980 bales, a decrease under the same period last year of 2,897,787 bales. The exports, less 52,292 bales returned from abroad, were 5,180,143 bales, a decrease of 2,144,224 bales. The takings were, by Northern spinners, 1,800,413 bales, a decrease of 546,995 bales; by Southern spinners, 1,815,317 bales, a decrease of 51,317 bales.

Appalachian Exposition.

[Special Cor. Manufacturers' Record.]
Knoxville, Tenn., April 25.

The Appalachian Exposition is spreading its wings. It covers a great territory, and attention is being paid to the project on account of the good that it is bound to accomplish for the Southeastern section of the country. The exposition, to be held at Knoxville from September 12 to October 12, 1910, started with modest ideas, but its scope has widened wonderfully.

Exhibits from Virginia, North and South Carolina, Georgia, Alabama, Tennessee, Kentucky and West Virginia will be prominent. The railroads, the Southern Railway, Louisville & Nashville Railroad, Tennessee Central Railroad, Norfolk & Western Railway and other large Southern systems, appreciating the great benefits to be derived from this exposition, will also be large exhibitors. The railroads have been particularly strong in their advocacy of this great undertaking. The fact that Knoxville is the place to hold an exposition was appreciated by Mr. S. H. Hardwick, traffic manager of the Southern Railway, who said in a speech at the Appalachian Exposition press banquet on April 9, 1910:

"In 40 miles of Knoxville there are 400,000 people; in 100 miles there are 900,000 people, and within a radius of 200 miles there are 6,000,000 people. Knoxville is by nature one of the best points in the South where an exposition could be held."

Exhibitors are convinced that the wide-awake management, under the direction of President Wm. J. Oliver, is going to produce valuable and lasting results for the South.

I. S. FIELD.

For Galveston.

According to the Greater Galveston Publicity Committee, that Texan city has projects under construction and those for which money has been set aside representing \$11,435,000. The projects and their auspices are as follows:

Great Rock Island Railway docks (Railroad).....	\$2,000,000
Texas City Improvements (Texas City Co.).....	2,000,000
Great Galveston Causeway (County and Railways).....	1,500,000
Galveston-Houston Interurban (In Galveston county).....	1,500,000
Immediate harbor improvements (U. S. Government).....	1,250,000
Great Beach Hotel (Citizens).....	500,000
Good roads (County).....	500,000
Cotton concentration warehouse (Company).....	500,000
Barracks at Fort Crockett (U. S. Government).....	355,000
Boulevard Improvements (County).....	250,000
Immigration station (U. S. Government).....	170,000
Paving, parks and esplanades (City).....	150,000
New Country Clubhouse (Club).....	50,000
Annual Cotton Carnival (July 30 to August 15).....	25,000
Water-works extensions (City).....	25,000
Chapman fishing pier (Company).....	20,000
Quarantine station improvements (State).....	15,000
Life-saving station (U. S. Government).....	15,000

To Develop Texas Sugar Lands.

The Alamo Land & Sugar Co. has been incorporated with a capital stock of \$4,000,000 to develop sugar lands in Hidalgo county, Texas. Its incorporators are L. A. Smartt of Donna, Tex.; Chas. J. Winter of Washington, Iowa; A. S. Commer, Thomas S. Miller and James A. Tabor of Chicago.

The Address by Mr. Alfred P. Thom, general counsel of the Southern Railway, before the North Carolina Pine Association at Norfolk, Va., on the duty of the Government to business and to business men has been published in attractive pamphlet form.

The Cottonseed & Fiber Co. of Tie Plant, Miss., has incorporated with a capital stock of \$100,000. Its incorporators include J. C. Longstreet, Jackson, Miss., and W. A. Pollock, Vicksburg, Miss.

THE COTTON SITUATION.

By ALFRED B. SHEPPERSON of New York.

[Written for the Manufacturers' Record.]

The cotton markets of the United States and Europe were astonished yesterday to learn that killing frosts had occurred in many sections of our cotton belt since Saturday, 23d inst. The effect of the telegraphic advices was to cause an advance in New York contracts for future delivery in the fall months of about one-half cent per pound, while deliveries prior to September 1 advanced about one-quarter of a cent and "spot cotton" about an eighth of a cent.

Similar advances were made in New Orleans and Liverpool. Today's telegrams showed very low temperatures at many points in the South, with frost in a few places, but with warmer weather predicted for most sections.

Today the New York market for "spot cotton" was unchanged from yesterday, while future deliveries for the new crop declined about .18 of a cent, and for the old crop .10 to .15 of a cent.

Very trifling damage was done to the crop in the Carolinas, Central and Northern Texas, Arkansas, Tennessee and Oklahoma, because the crop in these sections was not sufficiently advanced.

The chief injury was in those sections of Georgia, Alabama, Mississippi and Louisiana in which the plants had actually come up from the ground. Considerable replanting will be necessary, but the soil is generally in most excellent condition to receive the seed.

It is probable that an area equal to 10 to 15 per cent. of the acreage may have to be replanted.

Some replanting is done every season, and a small percentage of acreage that has been planted is abandoned.

Telegrams received today indicate that the cotton-oil mills will be able to supply to farmers all the cottonseed that may be needed for replanting.

The Southern farmers are generally intelligent men who always keep on hand sufficient seed from their previous crop for such replanting as might be necessary, but there may be a few exceptions to this rule.

It is to the interest of the cotton-oil mills that a full acreage should be planted in cotton, for the larger the cotton crop the greater the supply of cottonseed (and at a reasonable price) for the requirements of the oil mills. It is evident, therefore, that the oil mills will be glad to sell to the farmers all the cottonseed needed, and at a fairly reasonable price.

No damage has been done to the crops which cannot be fully repaired should the weather conditions hereafter be favorable for growth and maturity.

Owing to the remarkably mild weather in March, the cotton crop had an unusually early start and gave promise of being one of the earliest crops on record.

The recent setback will not necessarily make it a late crop, but may result in giving us a crop of merely normal maturity instead of a very early one.

The disastrous failure last week of Messrs. Knight, Yancey & Co. had some little effect on prices when first announced, but as the matter of questioned bills of lading involved only about 30,000 bales of cotton, the matter will not affect prices hereafter. So far as having any influence on prices, the affair is now a closed incident. The failure did not diminish the world's supply of cotton by a single bale.

It is not unlikely that much good may result to the cotton trade from this failure, as it should cause better regulations in respect to the issuing of through bills of

lading from the interior towns of the South to Northern points and to Europe.

The business of the American and European cotton mills is now generally very much depressed in almost every section except in England. The improvement in England, which is only recent, is due to a better demand from the Far East, and may not continue.

The commercial crop of American cotton for the season ending August 31 will probably be 10,500,000 to 10,600,000 bales. It may easily be more, should the receipts of new cotton in August be large.

While I do not apprehend such a scarcity of cotton before the free movement of our new crop as to cause "famine prices," it is now evident that the stocks in the markets and mills of the world on August 31 will be considerably less than at the close of last season.

New York, April 26.

COTTONSEED FOR REPLANTING.

Oil Mills Will Co-operate With the Growers.

[Special Dispatch to Manufacturers' Record.]

New York, April 26.

In the midst of conflicting advices and published reports as to the cotton conditions in the South and the prospects for the crop of this year, it is worthy of note that the cottonseed-oil mills have unqualifiedly announced their intention of co-operating with cotton planters to the fullest extent. Statements in the New York papers of today are to the effect that the cottonseed-oil mill men will take advantage of their undoubted strategic position to make excessive charge for the seed that will be required to replant some 3,000,000 acres of cotton in the South. I have made a rather extensive canvass among the New York representatives of the Southern cottonseed-oil men, and from the information I have secured I feel justified in stating that there will be no attempt on the part of these people to squeeze the unfortunate planters who will find it necessary to replant. One statement is to the effect that the oil-mill men are prepared to exact the price of \$150 a ton for cottonseed. I am assured that no such intention exists. Instead of this, the mill men have immediately ordered their plants to stop crushing, so that such stocks of seed as they may have on hand will be available for replanting.

The conditions existing in the cotton belt have conduced to an early and extensive utilization of the seed on account of the high price, running from \$30 to \$35 a ton. The planters have felt like rushing their seed to the market, and for the same reason—the high price for cottonseed oil—the mills have been running overtime to crush the seed and put the oil on the market. For this reason it is probable that a smaller reservation of seed is in the hands of both planters and mill men than would ordinarily be the case at this time of the year. Nevertheless, it is figured that in the nearly 800 cottonseed mills of the country there are considerable quantities of cottonseed still uncrushed, and that this amount of seed, combined with the reservations which all prudent planters keep for emergencies, will make it possible for the planters whose fields have been damaged to secure sufficient seed for replanting wherever the necessity may be found.

It is conceded that several days will be necessary to determine exactly what is the extent of the damage caused by the unprecedented cold spell of the last few days. Some people, whose wish is manifestly

father to the thought, have declared that reports of damage by frosts are greatly exaggerated. They make the statement that much of the seed is too far beneath the surface to be seriously affected by the frost, and as a matter of fact in only a few districts can there possibly be any serious damage done. Nevertheless, the consensus of opinion, as obtained by brokers, newspapers and experts in New York, is to the effect that a very considerable amount of damage has been done by the recent cold spell. It has been figured that something like a 5 per cent. increase in cotton acreage was put in, but just how much the crop has been damaged or how completely farmers may be able or willing to replant is manifestly at this time wholly problematical. As a guess, from the standpoint of a layman who is making investigations, it would seem that the bulls in the cotton situation have very much the best of the argument at this time, and if the Lancashire and other continental spinners pursue their ancient practice of going short on the market they are likely to be seriously embarrassed. Altogether, it looks very much as if we are in for a protracted period of high-priced cotton, in spite of interesting developments in the Imperial Valley of California, prospective developments of cotton-growing in Mexico, and in addition to the long-time efforts at cotton-raising in Africa.

ALBERT PHENIX.

The Birmingham Iron Market.

[Special Cor. Manufacturers' Record.]

Birmingham, Ala., April 25.

Nothing has transpired during the past week to mar the "serenity" of the pig-iron market; therefore, no change of figures as to price. A good round lot of iron was bought by the large pipe interest, and this has added some tone to the situation. The general impression has been that when a low level should be reached the largest producing interest South would likely enter the market at extremely low prices and book a good tonnage. Just the opposite has happened, and instead of entertaining making a concession, one of its furnaces on foundry iron has been blown out. It is also understood that another one will be blown out if necessary. While things are quiet in the way of sales and inquiries, both buyer and seller seem to be content with playing a "waiting game." Outside of above-mentioned round tonnage, the bulk of the business transacted has been small lots, and in many instances at higher figures than what is supposed to be the market. For iron shipped from the Birmingham district proper it is conceded that \$12.50 per ton at the furnace is the base price for delivery second and third quarters. For such iron some of the furnace interests are adhering to \$13 base for the fourth quarter, and still others prefer not to quote for that delivery at all. The writer has heard of certain high phosphorus irons and irons from Tennessee points selling as low as \$12 per ton for prompt or nearby shipment, and \$12.50 per ton through the entire year. The Southern charcoal iron market, while not exceedingly active, is firm at \$22 to \$22.50 per ton at the furnace. There is a growing scarcity of this class of iron, and its production has been very much curtailed recently.

The different municipalities and private corporations have about completed the preparing of specifications for spring improvements and repairs to water and gas mains, and were it not for the unsettled condition of the pig-iron market contracts would be closed. Notwithstanding this fact, however, some substantial business is being booked right along. The middle West and far West lead in these contemplated improvements and extensions. It is under-

stood that Johnson City, Tenn., will let contract probably this week. Following are prices quoted per net ton f. o. b. cars here: Four-inch, \$24; 6, 8 and 10-inch, \$22; 12-inch and over, average of \$21, with \$1 a ton extra for gaspipe; fittings, \$60.

Putting it mildly, there is no market for old scrap iron, and while following prices are quoted, they are in every sense of the word nominal. Following are quotations per gross ton f. o. b. cars here:

Old iron axes, \$18.50 to \$19.
Old iron rails, \$14.50 to \$15.
Old steel axes, \$16.50 to \$17.
No. 1 railroad wrought, \$11.50 to \$12.
No. 2 railroad wrought, \$10.50 to \$11.
Dealers' wrought, \$10 to \$10.50.
Old steel rails, \$11 to \$11.50.
No. 1 machinery, \$10 to \$10.50.
No. 1 steel, \$11 to \$11.50.
Old standard car wheels, \$12 to \$12.50.
Light castings, stove plate, \$8.50 to \$9.

Contract has been placed for the building of the Automatic Railway Switch Co. at North Birmingham. The construction will be of brick and steel, metal sash, glass sides, iron roof, concrete foundation and brick curtain wall. J. G. Ringer of Birmingham is contractor; E. L. Penrud-docke, engineer. The Chattanooga Iron and Wire Works got contract for steel; the Detroit Steel Products Co., the steel sash; the American Rolling Mills Co., Middletown, O., the iron work. The machinery has not yet been placed. It is the purpose of the concern to manufacture automatic switches for street railways.

No. 2 furnace of the Tennessee Company at Bessemer, which has been in blast on foundry iron, has been blown out. This will leave only two furnaces of this company in blast on foundry iron.

On the first of May the Tennessee Coal, Iron & Railroad Co. will advance the wages of its employees, which will equal an average increase in the company's pay-rolls of about 5 per cent.

During the past week an explosion occurred in shaft No. 1 of Mulga mines, which are owned by the Birmingham Coal & Iron Co., in which about 38 miners lost their lives, and the company suffered property loss to the extent of practically \$100,000, and at least 90 days' time will be required to clear the debris and put the mine in commission again.

Birmingham bank clearings for the first quarter of this year show a clear gain of \$6,849,400 over the same quarter of 1909.

On Saturday of last week a committee of Columbus (Miss.) citizens called on Dr. Crow, president of the oil and gas company's operations at Fayette, Ala. Columbus is about 40 miles from Fayette, and the town agrees to guarantee the gas company \$75,000 annually. To install the line would mean an expenditure of something like \$200,000.

Steel Rail Sales.

[Special Dispatch to Manufacturers' Record.]

Among the rail orders reported this week were:

Illinois Steel Co., 3800 tons Bessemer, 130 tons open-hearth.
Carnegie, 500 tons Bessemer.
Tennessee, 137 tons open-hearth.

A Comprehensive Review.

A large illustrated and descriptive edition of the *Daily Oklahoman*, published at Oklahoma City, Okla., presents an elaborate review of the diversified opportunities and advantages offered by that State. It tells the story of the development of a great State within the period of 21 years, referring to its attainment of material wealth within that time, and comprehensively treats of the industrial, commercial and social life of its people.

SOUTHERN COMMERCIAL BODIES WANT INDUSTRIES

WHAT IS YOUR TOWN DOING?

The MANUFACTURERS' RECORD will be glad to receive from responsible correspondents in every town in the South brief items of news about business conditions and the opportunities for industrial enterprises. This information is desired for publication without cost of any kind to the sender, and regardless of whether the writer of the letter is a subscriber or not. The MANUFACTURERS' RECORD accepts no paid town write-ups. It seeks information of this kind from commercial and industrial organizations and from municipal authorities in every town and city of the South.

BUILDING AT SAN ANGELO.

Chamber of Commerce,

San Angelo, Tex., April 23.

Editor Manufacturers' Record:

The \$90,000 hospital of the Sisters of the Incarnate Word is now in the early stages of construction. Theodore Englehart is the architect.

The National Biscuit Co. has opened a branch office in San Angelo, and has plans prepared for the erection of a \$15,000 warehouse to be built by local capital under lease. J. E. Walls is the local manager, and announces that a large distributing branch will be centralized here.

The Texas Company, of which Louis Kever is construction foreman, with headquarters at Dallas, has under construction an extensive oil-distributing station on the Santa Fe track.

T. J. Robertson of Port Arthur, representing the Gulf Refining Co., is reported to have completed arrangements to establish an oil-distributing branch on the Santa Fe spur.

R. E. Scott is the architect for the \$15,000 two-story brick fire station which will be erected by the city government. The general offices of the municipal officers will be maintained in this building until a city hall is ordered built by the Council.

The \$120,000 Federal building is in the early stages of erection, and good headway has been made on the foundation.

The Cameron Lumber Co. is erecting sheds and an office building on its site recently purchased, and will establish a \$100,000 lumber yard.

Herkrider & Morrison of Fort Worth have established a branch wholesale produce house in San Angelo, and will erect a building suitable for its needs.

The San Angelo Telephone Co. will lay underground conduits on Chadbourne street just prior to the paving of the street. The water and light company will lay new mains along this street to avoid the tearing up of the street after it is paved.

At an election held April 5 the new improvement law was adopted by a very large majority, and the City Council is engaged in preliminary steps toward the paving of Chadbourne street.

Along railroad construction lines the Orient is grading between San Angelo and Eldorado on its Del Rio branch, and announces that it will push the work to completion. On the main line west the grade between San Angelo and Mertzon is ready for steel. Grading contracts between Mertzon and Fort Stockton are daily expected to be let.

In the surrounding towns considerable activity is manifested in building lines, owing to the advent of new railroads being extended to those points. Eldorado, Schleicher county, will no doubt have two railroads within a year, and is reported to be figuring on a \$40,000 courthouse. At Sterling City, Sterling county, I. L. Shepherd of San Angelo is the architect for two buildings to be erected for the First National Bank and Lord & Durham. The material will be Sterling county stone, and the bank building will cost \$14,000 and the other \$7000.

At Mertzon, Garden & Farr of San

Angelo are figuring on erecting a waterworks and standpipe.

F. H. GOHLKE,
Secretary.

READY TO MEET SETTLERS.

Commercial Union,
Gulfport, Miss., April 22.

Editor Manufacturers' Record:

Gulfport is in the field for any kind of enterprises that may be looking for a good first-class location, and will meet all such propositions with money, land or any other inducements that may be a legitimate demand on our citizens. We are willing to do our part, and more than meet any prospective settler halfway.

The property assessment roll for 1900 showed only \$4,679,051, while in 1909 the property was assessed at \$18,969,170. Everything has grown in the same proportions. This wonderful advance is principally due to the fact that Gulfport is a large long-leaf yellow pine export point, having tributary to it the lumber produced and milled in the Pascagoula River district on the east and the Pearl River district on the west. We have 23 feet of water now, and the Federal Government is dredging to 26 feet.

This city was built in what seems to be merely a day, by capital from Chicago and New York, and is just now coming to the attention of the world.

We have made many get rich, and the opportunities of the past are multiplied for the future.

The soil around is a sandy loam, with a clay subsoil, and will produce every kind of fruit and vegetable that will grow in any of the Southern States. The climate is delightful either in summer or winter, and the healthiest in the world at all times.

A street-car line operating 25 miles of road is one of our recent acquisitions, in addition to numerous factories of all kinds.

S. H. WALTHALL,
Acting Secretary.

BEAUFORT FACTS.

Chamber of Commerce,
Beaufort, N. C., April 23.

Editor Manufacturers' Record:

The inland waterway from Beaufort Inlet to Pamlico Sound is almost completed. This waterway passes through one of the most fertile sections of North Carolina. No richer soil is found anywhere, as this section was evidently at one time a lake or an arm of the ocean, and has been gradually filled up with sediment and vegetable matter. Being very hard to drain, this section has not been developed, but since the opening of the canal it will be an easy matter to drain, and it can now be made a garden spot for farming. In addition to opening up this magnificent farming country, the completion of this part of the waterway will mean much for Beaufort, N. C., which is a town of about 2500 population, situated on Beaufort harbor. A bill to provide deep water from this waterway to the docks of Beaufort is now before Congress. The town will build commodious free docks as soon as deep water is provided.

Several lumber companies are now prospecting near here for growing timber, which is abundant.

The town is growing fast in favor as an

all-year resort, and only needs some first-class hotels to make it a great place of pleasure in both summer and winter. Quite a number of Northern capitalists have already bought sites for winter homes and hunting ranges near Beaufort.

The town has electric lights, graded schools, good churches, artesian water, good shelled streets, is well drained, has salt water almost all around the town, and is one of the prettiest and most healthful spots on the Atlantic coast. This section is so tempered by the Gulf Stream, which flows near the shore, that there are no extremes in climate.

Only 10 miles from Beaufort is Cape Lookout, with a harbor which is second to none on the Atlantic seaboard. It is believed that it will be only a short time before the railroad will be extended to this harbor and a coaling station built to supply the ocean traffic from Southern ports to the Eastern countries, thus allowing them to get supplies without passing the dangerous Hatteras shoals going further north for such supplies.

There is a splendid opportunity at Beaufort for the following investments: Good hotel, lumber plants, shingle and lath mills, guano factories, shirt factory, box factory, shipyard, good department store, etc.

We are expecting great development here within the next year.

U. E. SWANN,
Secretary.

BROWNWOOD NOTES.

Commercial Club,
Brownwood, Tex., March 31.

Editor Manufacturers' Record:

A. H. Bell will erect a \$5000 brick residence. Contract will be let immediately.

The Brownwood National Bank building, which has five stories for offices, will be completed and ready for occupancy April 15. This building is fireproof throughout, the outside being made from Brownwood brick and inner walls of reinforced concrete; building cost when complete about \$110,000.

The Citizens' National Bank will tomorrow move into its new building just completed at a cost of \$40,000. It is furnished in marble and mahogany.

At Trickham, an inland town 15 miles southwest of Brownwood, oil has been discovered at a depth of 930 feet flowing out at the top of the well between two casings. This field is near Brownwood, and on the line of the Brownwood & Southwestern road, which is being located and will be built at once. The well flows several barrels daily, and will be a large producer under pump.

D. F. JOHNSON,
Secretary.

FOR IMMIGRANTS.

Chamber of Commerce,
Natchez, Miss., April 22.

Editor Manufacturers' Record:

Governor Noel has called a State-wide immigration convention to meet in Jackson, Miss., June 21-22. At this meeting, which has been called at the solicitation of the Natchez Chamber of Commerce, the question will be gone into thoroughly in regard to raising a large sum of money to advertise Mississippi and its many advantages.

L. E. DAVIS,
Secretary.

TEMPLE IMPROVEMENTS.

Temple, Tex., April 9.

Editor Manufacturers' Record:

Temple streets are now being paved with the best of paving brick. The G. C. & S. F. Railway Co. is building a beautiful passenger depot at a cost of \$95,000, and

there will soon be under construction a new Harvey House to cost \$14,000, also an extra large Santa Fe freight depot, and it is persistently rumored that the Santa Fe will build at this point the largest roundhouse on any of its lines south of Chicago. The same road is also constructing its "cut-off" of the heaviest steel, connecting this point with Clovis, N. M., which will form a part of its main line from the Pacific to the Gulf. The Temple & Northwestern Railway is now under construction, which, when completed, will connect this point, Gatesville, Hamilton and Comanche and immediate points.

E. F. LANHAM.

BUILDING AT MACON.

Chamber of Commerce,
Macon, Ga., April 13.

Editor Manufacturers' Record:

The building of the new Central of Georgia Railroad shops represents a cash outlay of over \$1,000,000; two new hotels, each \$500,000; Georgia Life Insurance, 10-story building, \$250,000; Y. M. C. A. building, \$75,000; Lanier Hotel improvements, \$100,000; additional three stories to Commercial National Bank building, \$40,000, besides \$750,000 to be invested in dwelling-houses. The city will also make municipal improvements to cost over \$250,000.

The Chamber of Commerce is working hard to improve the "Central City." Its first move will be for the lighting of all the principal streets by the means of arches adorned with tungsten lights, with reflectors placed every 100 feet.

E. H. HYMAN,
Secretary-Treasurer.

TO CALL INDUSTRIES.

Bartlesville, Okla., April 12.

Editor Manufacturers' Record:

Bartlesville has organized the "25,000 in 1912 Club" to promote the industrial, financial and commercial development of Bartlesville. Our city is situated in the very heart of the richest oil and gas region of Oklahoma. To prospective industries this city can offer the cheapest and best fuel in the world, excellent railroad facilities, with more in course of construction, ideal location and a ready market outlet second to none in the United States.

GEORGE T. WAKEFIELD.

PALMETTO'S PROGRESS.

Board of Trade,
Palmetto, Fla., April 9.

Editor Manufacturers' Record:

I note with pleasure the marked progress of all sections of the South. Palmetto, too, is forging to the front as an initial shipping point, and takes rank amongst the foremost fruit and vegetable producing points in Florida. Four years ago she shipped less than 400 cars under refrigeration. This year she will pass the 1200-car mark.

J. W. JACKSON,
President.

WANTS FACTORIES.

Mt. Gilead, N. C.

Editor Manufacturers' Record:

We need more manufacturing in our town. We are well situated on the Aberdeen & Asheboro Railroad, with direct connection with the Seaboard Air Line and Southern roads. Town well surrounded with good farming section; 5000 to 6000 bales cotton sold here annually and 150 tons seed. The town offers free site for any enterprise.

O. C. BRUTON.

Detailed information about towns seeking manufacturing enterprises and offering specific advantages for development and business opportunities can be found under the head of "Classified Opportunities" on pages 82, 83, 84, and under "Cities, Towns and Railroads Inviting Factories" on pages 119, 120 and 121.

HOUSTON AND SOUTH TEXAS DEVELOPMENT.

[Special Correspondence Manufacturers' Record.]

Houston, Tex., April 23.

The story of Houston and South Texas is fascinating. Beginning mid scenes of frontier struggles of civilization for supremacy over barbarism, its first chapters were chiefly records of tragedy. Those records reveal some of the most heroic deeds of the struggles of the Caucasian race in its efforts to establish a civilization upon the Western Hemisphere. In that story is much of romance, both comedy and tragedy, all blended in a great history-making epoch, telling of deeds of which only a chivalrous, heroic race is capable.

The struggles and sacrifices of those pioneer heroes and heroines of 75 years ago resulted in laying the foundation for a far greater civilization than they ever dreamed of. The purpose of this letter is to describe the structure which has been erected upon that foundation.

The story of the development of this city and its tributary territory would be incomplete without at least a brief statement of the early struggles of those pioneers. The first capital city of Texas was the town of Washington, situated some 50 miles northwest of Houston. On the first day of March, 1836, a convention assembled in that little town, and on the following day passed the articles declaring Texas a "free and independent nation." During the sitting of that convention occurred one of the tragedies which, taken all together, terminated ultimately in the independence of the Lone Star State. I refer to the massacre of the band of patriots in the Alamo at San Antonio by the Mexican army under General Santa Anna, and which was followed on the 21st of the following month by the destruction of Santa Anna's army at the battle of San

of General Sam Houston's army, the officers and offices of this then young republic were moved down to Galveston to escape the advancing enemy. Later on it was moved to Velasco, thence to Columbia, and in 1837 to Houston, where it remained until 1839, when it was taken to Austin. But in 1842 it was carried back to Washington, thence again to Houston, from whence it was taken back to Washington, and there remained until Texas was ad-

864, was in this portion of the State at that time. We find today that the city of Houston alone has at least one-third more people than all of South Texas had 60 years ago.

The increase in population of South Texas did not keep pace with other portions of the State during the following 25 or 30 years, and indeed not until during the 90s, though during the last 15 years at least the increase has been most rapid. The last five years has shown remarkable growth, and it is altogether probable during that period the Gulf coast section has increased in population as rapidly as any

wise to do, and by this means have increased the population of this portion of the State very rapidly. Those newcomers have opened up large tracts of land and shown the possibilities of the section from an agricultural and horticultural standpoint. Many of them are growing well to do, while some are really making fortunes, thus adding to the taxable values of this section and of the State. In a measure this work of the land men has been instrumental in bringing to the attention of the world the possibilities of the coast country, and will ultimately prove of incalculable value to Texas.

Other interests have contributed to the general development of South Texas. Among these are the oil, the lumber, rice and sugar interests, each of which have been important factors and have been magnets helping to draw both men and money to join in the great work of upbuilding this section. This infusion of new blood and added wealth has affected the material interests of every village and town along the coast, and each in turn is an important factor in building up a great commercial center at Houston.

All this coast country is more or less flat, and drains water slowly, and before it can be brought into a perfect state of cultivation a drainage system must be provided. In order to encourage this, a law has been enacted by the State Legislature to permit counties or subdivisions of counties to issue bonds for drainage purposes, and many counties or parts of counties are doing this now. No better lands can be found than those along the coast when properly drained, and when people become better acquainted with its nature and fertility its value will be better appreciated.

Fruit-growing and market-gardening are, perhaps, the most important pursuits here, and thousands of carloads of those

THREE HOUSTON PUBLIC BUILDINGS.



HARRIS COUNTY COURTHOUSE.



CITY HALL AND MARKET.



HIGH SCHOOL.

Jacinto and the subsequent recognition of Texas' independence by the Mexican Government.

On the 17th of March, and, of course, before the decisive battle of San Jacinto, that convention adopted a constitution, modeled after that of the United States, and elected David G. Burnett the first President.

But the town of Washington remained the capital for only 19 days. From there it was moved to Harrisburg, situated five miles from the present courthouse in Houston. When Santa Anna's army left San Antonio, after the massacre of Crockett, Bowie and their comrades, in pursuit

mitted as a State in this Union, December 29, 1845. Thus the little town of Washington was the scene of both the birth and the death of the republic of Texas, which has had more capitals than any other State in the Union.

From the foregoing it will be seen that Texas has been a State only a little over 64 years. It will be necessary to bear this in mind in order to fully realize and appreciate the rapid progress made in this section in so short a time.

The first United States census ever taken in Texas was in 1850, which credits this State with a population of 212,592. It is very probable that one-third, or 70,-

portion of the State. This has been due largely to the efforts of the numerous companies who have bought up large bodies of lands, subdivided them into small tracts suitable for homeseekers of small means, and sold them on easy terms, thus enabling poor men to acquire homes and pay for them out of the profits of their labors. In this connection it may be fair to say that while those land companies may in some cases have done things which justified criticism, yet on the whole I am convinced they have been a useful factor in the upbuilding of this section. They have enabled thousands of people to secure homes which they would not have been able other-

products are shipped to Northern markets annually. Citrus fruit, especially the Satsuma orange and figs, appear to be the favorite fruits grown here, and both have been found to be profitable crops, and many thousand acres have been or are now being planted in those two crops. Some remarkable results have been obtained from those crops, though on a small scale only. The fig has been grown here for home use for 50 years, and therefore is known to be adapted both to the soil and climate, but not until recently has any attempt been made to grow figs for market. The Satsuma orange, brought here from Japan some years ago, is proving the most

profitable variety grown here. N. E. Stout of Friendswood, situated a few miles south of Houston, who has 13½ acres in Magnolia figs and six and one-half acres in Satsuma oranges, each six and seven years old, gave out a statement recently of the receipts from both figs and oranges for four years, which will doubtless be of interest to readers of the MANUFACTURERS' RECORD. Mr. Stout says his receipts from his fig orchard were \$5042.17, from the orange orchard \$11,821.52, or a total of \$16,863.69 from the 20 acres for the four years. This gives an average of \$93.37 per acre per year for the fig orchard and \$454.67 for the orange crop. With such yield no farmer needs a large acreage to make him independent in a few years. When we consider the fact that there is approximately 35,000 square miles of this Gulf coast, of which fully one-third is adapted to those two fruits, we may get some idea of the possibilities of this industry.

Until the introduction of the Satsuma orange, which is more hardy than the naval orange, it had never been thought that citrus fruit could withstand this climate. But the winter just past has been the most severe in the last 20 years, and these trees come through in good condition and now promise a heavy crop.

The question has been asked, Will it not be possible to overstock the market if a large acreage should be planted in orange and fig trees? Of course it may be possible, but hardly probable. With 18 or 29 railroads centering in Houston, providing direct connection with every city in the United States, with deep-water transportation to the Old World, and with a rapidly-increasing population, it would appear that overproduction is practically impossible. With the inauguration of systematic drainage along the coast there is hardly any limit to the possibilities for the husbandman here. For besides the fruit and vegetable crops, corn, cotton, alfalfa and other field crops would grow to perfection.

Rice has become another important crop of the coast country. I am told there was 280,000 acres of rice grown in the Houston trade territory last year, yielding an average of 10 bags per acre, or 2,800,-

MODERN ARCHITECTURAL EFFECTS IN HOUSTON.



OFFICE BUILDING.

large sugar plantations are being subdivided and sold to small farmers in tracts from 100 acres and up, and on easy payments. The sugar mills and refineries are being maintained by the former sugar plantation owners, who buy the cane from the small farmers and grind and convert the juice into sugar. This innovation may prove of great value in a general way to this section, because it will increase both the population and taxable values, as well as the annual earnings in a given locality. It is thought by some well-informed men that this new system may go far toward controlling the sugar trust and its abuses. Whether that be true or not, it promises to be a blessing to a limited number of people and to this portion of country.

It has been said by some of the heads of great railroad systems that Houston is a logical gateway to the outside world for all that vast empire lying between the Mississippi River and the Rocky Mountains.

But the question may be asked, why should the products of that vast area be considered tributary to this city as the natural outlet to the rest of the world? The answer is, for several reasons, but an important, if not the chief reason, is the fact that from the Canadian border to the Gulf is a down-hill haul. As an evidence of the importance which railroad managers attach to this feature it need only be stated that all trunk lines which traverse the territory lying between the boundaries mentioned have already acquired or are seeking connections with Houston.

But it has been urged that Houston is and always must remain an inland town. In a certain sense that is true, and in another sense that is one of the chief advantages of the city as a port of entry. The ship channel connecting Houston with the Gulf of Mexico is about 50 miles long, and therefore any ship anchored at the wharf at Houston will be entirely protected from Gulf storms while discharging or receiving her cargoes. This of itself is a most important feature, and one which shipmasters will fully appreciate.

This channel is now navigable for ships drawing 18 feet of water, and the United States Government, through an act of Congress, is pledged to create and maintain a depth of 25 feet. Its completion means the creation of the most important inland waterway in the United States. It will not only serve the most important agricultural part of this country, but in addition to that it will be on tidewater for

000 bags per year. Of this crop it is claimed that 70 per cent. was handled through Houston, the value of which is estimated at \$4,500,000.

A new departure in the sugar industry has been inaugurated here. Some of the



COTTON EXCHANGE.



APARTMENT-HOUSE.

its entire length, thus doing away with the necessity of locks and dams, thereby making navigation more expeditious and eliminating a source of danger to craft.

In this connection I desire to call attention to another important feature of the transportation question, as it has a bearing upon the ultimate importance of Houston as a commercial center. I refer to the Interstate Waterways Canal, which is now being constructed along the Gulf coast from New Orleans to the Rio Grande River near Brownsville. Through the courtesy of C. S. E. Holland of Victoria, Tex., president of the Interstate Inland Waterways League, I have obtained much valuable data relating to this intercoastal canal. Like the Houston ship channel, this canal will be on tidewater level for its entire length; indeed, a portion of its length will pass through some of the bays along the Gulf coast, but the major portion of it will be some distance inland. It will cross most of the rivers entering the Gulf between the Mississippi and Rio Grande rivers, and therefore all vessels plying this canal may also do business on those rivers as far up as they happen to be navigable. Thus vessels plying either the Mississippi River or any of its tributaries may carry cargoes from Houston to any point on the former, or vice versa. This will be one of the most important canals in this country, as it will provide means of commercial intercourse between people of a greater area than any other two canals in the United States.

The mere fact of placing towns and cities in closer touch with each other is not the only advantage to be derived. But what will be of inestimable value to all such points will be the saving in freights. This saving, compared with its cost, will be incomparable in the course of a few years. It will enable wholesalers and manufacturers of Houston to deliver their wares to any town on the intercoastal canal, or on the Mississippi River or tributaries at a minimum cost, and thus widen their field. This feature alone means much for Houston, and should go far toward making it an important manufacturing center. Indeed, there are few, if any, other cities in this country having greater advantages for the making of a commercial and industrial city. Every condition here favors this location for the purpose, and the men of means and business ability who will come here and take up the work will find a field that promises a rich harvest.

There is already \$16,500,000 invested in the various manufacturing enterprises here, with over 10,000 employees and an annual payroll of more than \$6,000,000. The annual products of these plants is estimated at \$50,000,000. With proper and well-directed effort this could be quadrupled within a few years.

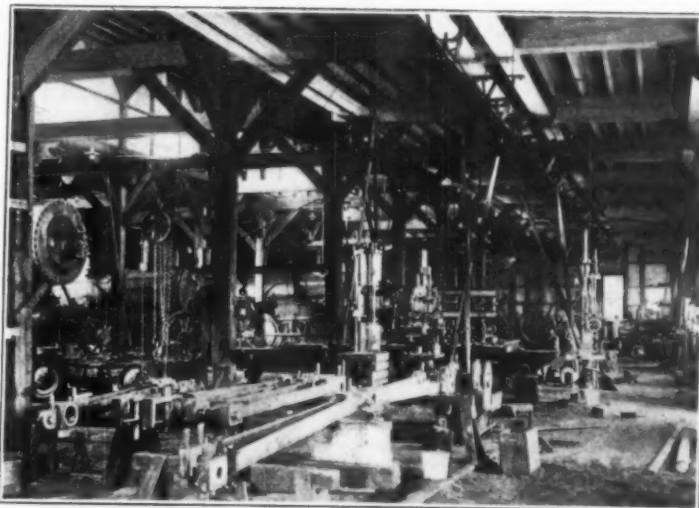
One point worthy of attention by those who are looking for locations for industrial plants is the fact that operations may be conducted more economically here than is possible in Northern latitudes. A moment's reflection will make this apparent. In the first place, factory buildings do not need to be constructed with a view to protecting workmen against freezing weather. Again, there is no expense for heating apparatus in order to make the buildings comfortable for the workers. Besides, there is no loss time on account of intense cold, hence work may be carried on every working day in the year. If this theory be correct, and that is the consensus of opinion of Southern manufacturers, then it follows that the earning capacity of workers is greater here than in more Northern latitudes. Then why not locate in the South?

Let us see now what is being done in

TYPES OF HOUSTON INDUSTRIES.



A PACKING PLANT.



INTERIOR OF LOCOMOTIVE AND CAR WORKS.



CAR-WHEEL WORKS.

Houston along industrial and commercial lines. During the year 1908-1909 Houston handled 2,604,034 bales of cotton, valued at \$121,000,000. It is claimed if all that cotton were made into shirting of average weight it would be enough to make a shirt for every human being in the civilized world. That cotton represented 65 per cent. of all the cotton crop grown in Texas that year, and approximately 20 per cent. of the crop grown in the entire South for the same year. If all the cotton passing through Houston were manufactured here it would make Houston the wealthiest city in America within a few years. I be-

lieve that it is conceded that cotton manufacturers count on getting at least \$200 for the product of one bale of raw material. If so, and counting only \$50 as the average price per bale to the grower, that would leave \$150 per bale, which goes to the laborer, railroads and manufacturers' profits. That would mean the enormous sum of \$390,000,000 per annum to go into circulation in this city, or about \$3900 for every man, woman and child now in Houston. Is there another city in America with a like per capita income? Is there any good reason why this may not be done? Is not Houston better situated for a great

cotton-manufacturing city than any other American city, better even than Manchester, England? The latter city, with a population of less than 400,000, is credited with an annual business of nearly \$2,000,000,000, due chiefly to her textile industries. Houston is nearer by 1000 to 3000 miles to the Orient than any great textile manufacturing center. In addition she is right in the cotton fields; what, therefore, is to hinder? That, however, is for the future. Let us see what Houston is doing today in other industrial lines.

There are five compresses here, with a combined daily capacity of 8000 bales, or about 1,250,000 bales per season, having an aggregate storage capacity of 500,000 bales.

There are also six cotton-oil mills, with an aggregate capital of \$1,100,000. The combined daily crushing capacity is about 1000 tons of seed. They give employment to 700 men, the monthly payroll of which is about \$25,000. Three of these plants operate oil refineries, and, besides their own products, handle much oil from other oil mills. Two of these plants also operate compound lard refineries. Connected with one of them is the largest fertilizer plant in Texas, while two of them are said to be the largest oil mills in America. The aggregate annual production of oil at these mills is 60,000 barrels, while they handle from 100,000 to 125,000 barrels of oil from other mills. All of them do more or less export business, their products going chiefly to Europe.

There are four or more packing-houses represented here, including the Armour's, Swifts, Cudahys and one or two others, each operating large storage houses and shipping meats from their Fort Worth packing-houses. The Houston Packing Co., with a capital of \$500,000, has the only packing-house in Houston, where it does a business of \$3,500,000 annually, \$250,000 being export. Each of the other companies do more or less export business.

The grain business of Houston is something immense.

The Dickson Car Wheel Co. is another important enterprise of Houston, with a combined capital and surplus of \$325,000, an annual payroll of \$75,000 and annual business of \$750,000. It gives employment to 125 operatives, and turns out 125,000 car wheels per annum. The products of this company are known to every railroad manager in the Southwest, and are the best that skilled labor and capital can produce.

The Peden Iron & Steel Co. is another of Houston's big concerns. With a working capital of \$610,000 it employs 75 hands and does an annual business of approximately \$1,500,000, of which \$50,000 is exports.

The Grant Locomotive and Car Works, incorporated under the laws of Texas, with a capital of \$50,000, makes and rebuilds locomotives and cars, and does an annual business of approximately \$125,000. It employs from 60 to 75 hands, and its annual payroll is \$50,000 to \$60,000. It also builds locomotives and cars and makes railroad crossings and switches, and buys, sells, leases and exchanges locomotives. Col. W. A. Grant, president of this company, was for eight years master mechanic of the Missouri Pacific system at Sedalia, Mo., and nine years in the same position with the Houston East & West Texas Railroad at Houston.

The National Iron & Steel Co., with J. M. West, one of the millionaire lumbermen of Houston, as president, and I. H. Cohn vice-president and general manager, is another important enterprise of this city. Though a young company, its business has grown so rapidly that in order to meet the requirements of its trade it is considering

the erection of a large rolling mill. With practically unlimited capital at its command, this would be doubtless a valuable addition to Houston's manufacturing industries.

Counting both large and small corporations, there are 347 in Houston, with an aggregate capital of \$78,325,000.

With her splendid shipping facilities and immense territory to serve, Houston's wholesale business for 1909 amounted to approximately \$100,000,000, while the retail trade alone was \$23,000,000 more. It is claimed the lumber handled by Houston concerns last year was sufficient to build enough dwelling-houses, costing \$2000 each, to house a population of 100,000 people. Lumber from this market goes into nearly every State in the Union, while much of it goes to foreign countries.

Another reliable index of the growth of a city is the number and character of buildings erected per annum. I find the aggregate building permits issued in Houston in 1909 amounted to \$4,000,000. The most important structures included were the splendid Government courthouse and postoffice, representing an outlay of \$500,000; the Harris county courthouse, to cost another \$500,000. Both of these structures are among the finest in all this country, especially the Harris county courthouse, which is six stories high, and finished in the best style of the builder's art. I should like to give a detailed description of this building, but the space allotted to this letter will not permit.

The Scanlan 11-story office building is one of the very handsome reinforced steel structures which graces Main street. The South Texas National Bank building, with its solid marble front and interior, is one of the handsomest of its kind in the State. Several apartment-houses of four to eight stories high; a 12-story hotel building; the Carter 16-story steel office building, now nearing completion, each go to show the growing needs of a growing city. The Chronicle 11-story office building is another beautiful structure just back of the six-story Rice Hotel, which adds much to the beauty of that quarter of the city. Through the splendid work of Secretary Boldt of the Business Men's League, a million-dollar hotel is planned, and the money for its construction is practically raised, the site has been selected and work is expected to begin soon. This is one of the crying needs of Houston, for while there are five or six hotels of from 100 to 300 rooms, there is great need of two or three large hotels of 500 to 1000 rooms, and of strictly modern appointments. I am informed that an Eastern hotel company has already signified its desire to take this new hotel over on a long lease at a rental which guarantees a 6 per cent. dividend over and above taxes, insurance and repairs. If consummated this will put Houston on an equal footing with other modern cities in the matter of hotel facilities, and it is claimed will enable her to contest for the big conventions.

The Houston Belt & Terminal Co. is now engaged in building a belt railroad line around the city which will connect with every railroad entering Houston, thus greatly facilitating transportation both in and out, and add much to the opportunities of merchants and manufacturers. Three million dollars is being spent in the work of this company, which will include a magnificent union passenger depot.

Every railroad entering Houston will have terminal and warehouse facilities on the ship channel, thus giving each free wharf and warehouse accommodations. Under the provisions of the United States Government in making appropriations for construction of this ship channel it was specified that free wharfage should be provided perpetually, thus protecting ship-

masters from extortion from excessive charges. Slips are now being dug by the city, and warehouses will be built, railroad tracks laid so as to provide every facility for handling freight economically.

Another very important work which promises to encourage the building of factories at Houston is the provisions for free factory sites on the ship channel. The city owns a large tract of land, which will be used for that purpose, and the Port Houston Company and the Penn City Company each have large acreage on the channel which they have set apart for that purpose. Already the Penn City Company has located an important manufacturing concern there, the American Steel & Bridge Co. of Pittsburgh, Pa. That company is already on the ground, has a large factory building up and filled with machinery, and expects to start operations within a short time. There is also a project on foot to erect a 150-ton blast furnace there, ship the iron ore from East Texas, bring the coke by water and make the pig-iron for use in the different Houston iron-working plants. It is said that 250 tons of pig-iron is now being shipped to Texas daily at a freight charge of \$6.19 per ton, which of itself would be a handsome profit to the furnace company.

Both Port Houston and Penn City will have railroad connection with every line entering Houston, thus providing every possible advantage of transportation to all territory served by those roads.

Houston has 50 miles of street railroads, and is now building an interurban line to Galveston, which will pass through many suburban towns en route. In addition to this there are now 250 miles of paved and shell roads in the county.

Her water supply is artesian, and as good as the best and better than most. She also has one of the finest fire departments in the South, equipped with every modern appliance for fighting fire.

Her public schools number 24, in which are employed 264 teachers, with over 17,000 pupils, while her school buildings represent an investment of \$926,000, and \$219,400 are expended annually for maintenance.

Her churches number 47, representing an investment of \$2,117,000, with \$195,000 per annum for maintenance.

The petroleum products in Houston trade territory is another important asset, represented by 13,750,000 barrels annually, much of which goes to foreign countries.

To handle this volume of business Houston has 12 banks and trust companies, with combined capital and surplus of \$7,925,000, deposits of \$30,270,000 and gross clearings for 1909 of \$1,250,000,000. One of these banks, the First National, was the second national bank organized in Texas, having been organized in February, 1866, with a capital of \$100,000. Several years later \$200,000 was added to its capital, and from its earnings \$1,000,000 more has since been added, making its present capital stock \$1,300,000.

WM. C. CLOYD.

The Virginia Oyster Packers and Planters' Association elected last week Messrs. Frank W. Darling of Hampton, president; William H. Hemingway of Norfolk, vice-president; J. C. Robinson of Hampton, secretary-treasurer; Louis Feuerstein and Alfred von Nyvenheim of Norfolk, R. L. Marshall of Chicoteague, M. C. Armstrong of Hampton and G. W. Richardson of West Point, executive committee.

The Southern Railway Co. is co-operating with the officials of State agricultural departments in the South in operating agricultural trains for the benefit of farmers along its lines.

GOOD ROADS

WEEK'S HIGHWAY RECORD.

Progress in Southern Road and Street Improvement.

[Full details of highway undertakings are given in the Construction Department.]

Bonds Voted.

Alice, Tex.—City voted \$5000 of bonds for street improvements.

Batesville, Tex.—Zavalla county voted \$20,000 bond issue for roads and bridges.

Chattanooga, Tenn.—City Council passed ordinance providing issuance of bonds for \$100,000 to pave streets in Highland Park.

Macon, Ga.—Bibb county planning \$500,000 bond issue for roads, bridges, courthouse and school.

Williamson, W. Va.—City voted bonds for street paving.

Bonds to Be Voted.

Chattanooga, Tenn.—City Council considering issuance of \$100,000 of bonds to pave streets.

Greenville, Ala.—Butler county considering issuance of bonds for road construction.

Martindale, Tex.—Road District No. 2 of Caldwell county votes May 21 on issuing \$25,000 of bonds for road construction.

Contracts Awarded.

Birmingham, Ala.—City awarded \$85,000 contract for bitulithic paving.

Enid, Okla.—City awarded contract for street paving.

Houma, La.—City awarded contract for laying concrete sidewalks.

Houston, Tex.—Harris county awarded road contracts as follows: Eighteen miles at \$61,452; 2½ miles at \$10,725; 8 miles at \$32,960; 4 miles at \$18,720; total, 32½ miles at \$123,857.

Indianola, Miss.—Indianola Dirt Roads Construction Co. incorporated to contract for constructing 100 miles of road.

Lynchburg, Va.—City awarded contract for paving Campbell avenue hill; distance, 600 feet; roadway to be covered with rubble stone.

Maben, Miss.—City awarded contract for 4800 square feet of paving.

Macon, Ga.—City awarded contract for wood block paving.

Oakland, Md.—State Roads Commission awarded \$80,000 contract for constructing seven-mile road.

Richmond, Va.—City awarded contract for granolithic curbing and guttering.

Vicksburg, Miss.—City awarded \$82,000 contract for asphalt block paving.

Contracts to Be Awarded.

Baltimore, Md.—Chauncey Brooks estate opens bids May 3 for grading, paving and curbing certain streets.

Baltimore, Md.—City opens bids May 4 for grading, curbing and paving with vitrified block on Canton street, and sheet asphalt, asphalt blocks, bitulithic or vitrified paving blocks on Hollins street, Fayette street and Philadelphia road.

Birmingham, Ala.—Jefferson county opens bids April 29 for slagging and cherting four miles of road.

Birmingham, Ala.—City contemplates contracting for asphalt binder macadam, vitrified brick, bitulithic, etc., for improving various streets.

Cumberland, Md.—Allegheny county opens bids May 4 for grading and macadamizing one mile of road.

Hickman, Tenn.—Fulton county will construct gravel road.

Houston, Miss.—City opens bids within 60 days for constructing 3280 feet of cement sidewalk five feet wide and 10,500 feet of sidewalk four feet wide.

Knoxville, Tenn.—City opens bids May

2 for paving various streets and avenues. Louisville, Ky.—City opens bids in May for laying about \$12,000 worth of vitrified paving in various alleys.

Martinsville, Va.—State Highway Commissioner opens bids May 5 for constructing macadam road.

Oklahoma City, Okla.—City opens bids May 2 for grading and improving center driveway of Grand Boulevard.

Palatka, Fla.—Putnam county opens bids May 7 for constructing hard-surface road 10 miles long.

Palestine, Tex.—City contemplates paving residence streets.

Princeton, W. Va.—City opens bids June 8 for constructing three miles of standard macadam, tar or asphalt macadam paving; cost \$70,000.

St. Augustine, Fla.—City will pave South George street with shell, and contemplates brick paving on Cathedral Place extension.

Raleigh—Greensboro.

Under the auspices of the North Carolina Good Roads Association and the State Geological and Economic Survey a meeting will be held at Durham April 29 in the interest of a thorough improved highway from Raleigh to Greensboro. With the exception of about 15 or 20 miles, the road is in good condition, but there are three or four stretches that must be brought up to first-class.

TWO FINE STEAMERS.

Novel and Commodious Plans for New Vessels of the Chesapeake Company.

Bids have been received by the Chesapeake Steamship Co. of Baltimore for the construction of the two large steamers which, as previously reported in the MANUFACTURERS' RECORD, the company has decided to build at a cost of several hundred thousand dollars.

Further details about the accommodations on these new vessels are particularly interesting, as they include agreeable innovations on steamboat travel in the Chesapeake Bay. Each will have 147 first-class staterooms, and 12 of them will be connected with bathrooms having hot and cold water (either fresh or salt as may be desired), and 10 of these bathrooms will also have shower baths. Another novelty is the placing of the dining-room and the kitchen on the upper or hurricane deck. The dining-room will be located forward, and will contain seats for 60 persons. Back of the dining-room the kitchen and pantry will be situated, and the rest of the deck will be occupied by staterooms and by a large apartment like a sitting-room in a dwelling, in which the passengers may read or otherwise pass their time as desired. A telegraph-room for operating a wireless telegraph will adjoin this. The deck below, or main saloon deck, will be entirely occupied by staterooms, and the main deck below that will be used, as is customary, for freight, but toward the stern there will be a commodious smoking-room. The equipment of the vessels otherwise will also be first-class. Each will be 310 feet long over all and 60 feet wide over all. The engines will be four-cylinder triple-expansion.

One of the steamers will be named the City of Baltimore and the other the City of Norfolk, as they will run between those ports. It is expected that the contract will soon be awarded.

The Alabama Cottonseed Crushers' Association will hold its annual meeting at Pensacola, Fla., May 11-12.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

TELEPHONE DISPATCHING.

Norfolk & Southern and Also the Virginian Railway Installing Up-to-Date Methods.

The Norfolk & Southern Railway is about to install a telephone train dispatching system on its main line from Norfolk, Va., to Washington, N. C. The equipment has already been ordered, and it is expected that the apparatus will be placed in service some time early this summer.

The telephone line over which dispatching will be done on this system consists of two heavy copper wires, each weighing 210 pounds to the mile, so that a grade of transmission of speech will be obtained equal to any furnished on the commercial telephone lines throughout the country.

The equipment to be installed is what is known as the Western Electric-Gill system, and consists of Western Electric telephone apparatus with Gill selectors. Twenty station along the 136 miles of line will be equipped, so that the dispatcher can call them individually or collectively.

In addition to the above equipment, which will be used in the regular work of handling train movements, the Norfolk & Southern will install about eight siding telephone sets at various points along the line. Two will be located at the Mackey's Ferry drawbridge in cable booths, while the remainder will be mounted on the telephone poles along the right of way. Each of these sets is contained in a heavy iron weatherproof case. They will be placed at important sidings. A train crew can go to one of them and talk to the dispatcher.

Besides the foregoing, one of the most important innovations of all is the use of portable telephone sets on the trains, and which can be connected to the telephone line by means of a jointed fish pole. In cases of emergency, where it is of the utmost importance that the conductor get into immediate touch with the officials and give them details as to any trouble in order that they may know what assistance is required, the portable set has shown itself to be invaluable.

The Virginian Railway has recently placed an order for a complete train dispatching equipment to extend over its first and second divisions. When this is installed the entire railroad will be equipped with telephone apparatus for handling train movements.

On the third division, from Roanoke to Deepwater, the telephone is being installed at present, and it is expected this will be cut into service very shortly. It employs Western Electric telephone apparatus with Gill selectors. The equipment to be installed on the first and second divisions is of the same type, but will make use of the latest type of central energy selector, the latest development in telephone train dispatching.

These two divisions extend from Norfolk to Roanoke, with the dispatcher at Victoria in the center of the line. It is approximately 250 miles long, and the telephone circuit will be of heavy copper wire, weighing 210 pounds to the mile. There will be 31 stations with Gill selectors and 27 stations without selectors. These latter are for the use of train crews, and the selector equipment is unnecessary.

An Oklahoma Enterprise.

The Anadarko & Western Railway Co. has been chartered in Oklahoma to build a line from a point near Alden through Anadarko to a point near the boundary of Grady county. The new line will be

altogether in Caddo county. The incorporators are C. H. Ford, president; G. D. Driskill, vice-president; L. M. Spivey, secretary; W. F. McCracken, treasurer; L. J. Ogle, E. H. Luitweiler, A. Youngheim, M. Leonard, H. C. Bradford and B. J. Mitchell, all of Anadarko.

THROUGH CENTRAL TEXAS.

Quanah, Seymour, Dublin & Rockport Railway Will Provide North and South Line.

The recent incorporation of the Quanah, Seymour, Dublin & Rockport Railway Co. in Texas is to build a line 478 miles long from Quanah, on the Fort Worth & Denver City Railway, southward to Rockport, Tex., on Aransas Bay. The line will touch Medicine Mound, Thalia, Seymour, Strawn, Dublin and Austin. It will traverse the agricultural section of North Central Texas, besides extensive coal fields, considerable timber land and the truck-raising country in the southern part of the State.

Porter A. Whaley, one of the incorporators, writes from Quanah that the railroad will pass directly through the center of the State, and will give a short line between the northwest, and, in fact, all points north of Texas and west of the Mississippi to a terminal on the Gulf. The coal regions on the route consist of from 50 to 75 miles of undeveloped fuel. It will also reach the great cattle ranches of the Gulf coast, among them the Taft place. The harbor at Rockport is one of the largest and best land-locked harbors on the Gulf. It is being deepened and otherwise improved by the Government. Docks will be located at Rockport.

New York and London capital is interested in the proposition, and L. E. Walker of Marshall, Tex., who is president and general manager, promises to begin actual construction at Quanah within two months. The other incorporators are Harry Koch of Quanah, S. Plants of Seymour, T. L. Davie of Austin and S. P. Ditcher of Dublin, Tex. The other officers are M. K. Iler, vice-president; G. L. Vining, secretary-treasurer, and R. Y. Walker, chief engineer.

Connections of the new road will be as follows: At Quanah with the Frisco system, the Fort Worth & Denver City and the Quanah, Acme & Pacific; at Medicine Mound with the Kansas City, Mexico & Orient; at Seymour with the Wichita Valley and the Gulf, Texas & Western; at Strawn with the Texas & Pacific; at Dublin with the Texas Central and the Wichita Valley; at Austin with the Missouri, Kansas & Texas, the International & Great Northern and the Houston & Texas Central; at Lockport with the International & Great Northern; at Sinton with the St. Louis, Brownsville & Mexico; at Aransas Pass and Rockport with the San Antonio & Aransas Pass.

It will probably be a month before it is decided when bids will be received for construction and equipment.

MAY BE A SEABOARD LINE.

Brinson Railway Going to Athens, Ga., Which Would Provide Short Route Atlanta to Savannah.

Application has been made to charter the Brinson Railway Co. for a line from Savannah to Athens, Ga., about 180 miles, which, if completed and connected with the Seaboard Air Line at Athens, would provide the latter with a short route of about 253 miles from Atlanta to Savannah, although the application contains nothing to indicate that such a connection is contemplated.

There are already about 72 miles of track on the present Brinson Railway, which is composed of the Savannah Valley Railroad and the old Brinson Railway,

built by Geo. M. Brinson, the Savannah Valley, recently acquired, constituting an extension to Mill Haven, Ga., 15 miles from Sylvania. It is now contemplated to build something more than 100 miles of line from the latter point to Athens. The road at present connects Savannah with Springfield, which is 25 miles out; Sylvania, 57 miles, and Mill Haven, 72 miles. The extension will probably touch Waynesboro, Thomson and Washington, Ga. The proposed capital stock is \$1,500,000, of which \$500,000 will be preferred. The incorporators are Geo. M. Brinson, who is president of the company; Y. E. Barger, secretary; W. C. Myers, auditor, all of Springfield, Ga.; John E. Foy of Effingham county, Jas. Imbrie of New York city, J. T. Walker, E. T. Comer and W. J. Walker of Screven county, Georgia, and R. M. Hitch and R. L. Denmark of Chatham county, Georgia, the last two being attorneys for the company.

LARGE EXPENDITURES.

Santa Fe Will Devote \$31,000,000 for Equipment and Improvements, and M., K. & T. \$5,000,000.

The Santa Fe system, according to a dispatch from Chicago, will spend this year \$31,000,000 for improvements and equipment, \$12,000,000 for work already begun and \$19,000,000 for new work. This will include, it is stated, \$2,000,000 for a new bridge over the Missouri River at Kansas City, \$4,000,000 for 125 miles of double track in New Mexico, \$1,300,000 for buildings for the mechanical department and machinery, \$350,000 for new freight yard and building at Cleburne, Tex., and \$150,000 for new yards and structures at Temple, Tex., besides \$2,000,000 for revising line and grade between Galveston and Coleman, Tex. In addition to the foregoing, the company will spend \$1,500,000 for new locomotives.

The Missouri, Kansas & Texas Railway, says a report from New York, will spend \$5,000,000 this year for improvements and equipment, most of it, however, for equipment for which purchase it is said \$4,000,000 will be set aside. The other million will be used for the double-tracking in Oklahoma, previously described, and to enlarge terminal facilities.

Cochrane's Lines Progressive.

The Tombigbee Valley Railroad and the Alabama, Tennessee & Northern Railroad are among the new and progressive transportation enterprises in Alabama, and are sometimes referred to as the Cochrane Lines, after their president, John T. Cochrane of Mobile.

The Tombigbee Valley Railroad is now 62 miles long, and runs north from Calvert to Silas, Ala., having also a water terminal at Nannahubba Bluffs, several miles east of Calvert. The shops of the company are located at Calvert. There are about 18 or 20 sawmill and other lumber concerns on the line, which reaches into Choctaw county, where there is a good farming country, from which the road receives a good diversified business. President Cochrane says that the earnings have greatly increased, and the physical condition of the property is 100 per cent. better than it has been at any other time. People are moving out on the line, and the country is developing rapidly. The company is not now extending this road.

The Alabama, Tennessee & Northern is 50 miles long, and extends southward from Reform, Ala., to Bodca Creek, and some day it will probably be connected with the Tombigbee Valley, which is working northward to meet it. It is expected in about 60 days to extend from Bodca Creek with eight miles more of track, and during the summer it is hoped to further extend the line about 14 miles more to York, Ala.,

where it will connect with the Southern Railway and the Alabama Great Southern. The road will then be 72 miles long from Reform, which is on the Mobile & Ohio, to York.

This line traverses some of the richest farming land in Alabama, and the country is thickly populated. Besides this, it will furnish transportation along the creeks and open up territory for the establishment of small sawmill plants where virgin timber may be obtained; this in the region between Panola and York, Ala. The road also runs through a fine lime-rock country suitable for cement manufacturing plants.

Finances have been secured for the proposed extension, and the road is described as doing a profitable business.

The executive offices of the two companies are in Mobile. John T. Cochrane, as above stated, is president, and W. G. Cochrane, vice-president of both, the latter being treasurer of the Tombigbee Valley, while Frank M. Moody is treasurer of the Alabama, Tennessee & Northern. William Toxey is chief engineer of both.

New Equipment, Rails, Etc.

The Nocalula Railway, Light & Power Co., which is being organized at Gadsden, Ala., will want prices on two cars, each to carry 40 passengers and to have four motors with 200 horse-power; besides, two miles of 50-pound rails, trolley wire, insulators, etc. Louis Hart, Gadsden, Ala., may be addressed.

The Chicago, Rock Island & Pacific Railway is reported to have ordered 50 steel underframe refrigerator cars from the Milwaukee (Wis.) Car Manufacturing Co., 200 steel underframe refrigerator cars, 500 stock cars, 500 furniture cars, 20 smoking cars, 20 three-compartment passenger cars, 6 baggage and mail cars, 7 passenger cars and 4 postal cars from the American Car & Foundry Co., St. Louis; 800 40-ton box cars and 5 dining cars from the Pullman Company, Chicago, and 200 50-ton ballast cars from the Rodger Ballast Car Co., Chicago. The passenger equipment will all be built of steel.

The Missouri, Kansas & Texas Railway is reported to have ordered 75 side-dump cars from the Wm. J. Oliver Company, Knoxville, Tenn.

W. M. White and J. J. White, Jr., who have been granted a franchise for a street railway at McComb, Miss., have purchased a gasoline motor car, and may be in the market for another.

The Baltimore & Ohio Railroad Co. is expected to place some additional orders for freight cars, but no official announcement has yet been made of the number required.

The New Orleans Public Belt Railroad has ordered a six-wheel switching locomotive from the Baldwin Works, Philadelphia.

The Lackawanna Steel Co., Buffalo, N. Y., is reported to have received an order from the Southern Railway for 1200 tons of steel car underframes for equipment to be built at the railroad company's shops.

The Jacksonville (Fla.) Electric Co., it is reported, will order five pay-as-you-enter cars.

The El Paso Electric Railway, El Paso, Tex., according to a report, will buy five pay-as-you-enter cars.

The Corpus Christi (Tex.) Street & Interurban Railway is reported in the market for two cars.

The City Railway of Enid, Okla., is reported to have ordered from Barney & Smith, Dayton, O., three single-truck cars.

The Jacksonville (Fla.) Terminal Co. is in the market for several switching engines, according to a report quoting J. H. Nelson, superintendent.

The Seaboard Air Line, says a dispatch from Portsmouth, Va., has ordered steel

sleeping cars for its New York service from the Pullman Company.

The Bowdon Railway Co. of Bowdon, Ga., will purchase rails, frogs, rail plates, locomotives and cars. J. L. Lovvorn is president.

Baltimore to Hanover and Gettysburg

An electric railway to connect Baltimore, Md., with Hanover, Pa., is proposed by the Baltimore & Pennsylvania Railway Co., which obtained a charter recently from the Maryland Legislature. The line will be about 42 miles long between the two terminals, although the amount of construction necessary may be reduced about 10 miles by making trackage arrangements with the United Railways & Electric Co. of Baltimore to run in over its tracks from Reisterstown to the city limits. It is contemplated to extend later from Hanover to Gettysburg, Pa. Connection will be made at Hanover with the electric line from there to York, and when the road is completed it will be possible to travel by electric railway from Washington, D. C., via Baltimore to York, Hanover and Gettysburg, as well as to Lancaster and other points east of York.

The headquarters are at 1209 Calvert Building, Baltimore, and the officers are J. Pierce Bruns, president; Jacob H. Sherman, vice-president; Newton S. Watts, treasurer, and Jos. P. Reynolds, secretary. Others interested are Jacob A. Frederick, Howard Tebbs, Dr. John H. Wilson, W. T. Detrick, Daniel S. Reisenweber, J. S. F. Waters and Wm. H. Alexander.

Contract for building the line has been let to the Maryland Construction & Development Co. Engineers have been at work on the route for some time, and it is expected to begin construction shortly. The line will touch several important towns, including Hampstead and Manchester, Md.

Pensacola to Mobile Bay.

The Pensacola & Southwestern Railroad Co., recently chartered in Alabama, will be practically an extension of the Pensacola, Alabama & Tennessee Railroad from Millview, Fla., to Lillian, Ala., seven miles. This will, however, be extended later to Point Clear, about 28 miles farther, which will carry the line to the shores of Mobile Bay. Contract for the construction has been let to Henry McLaughlin of Pensacola, who is president of the Pensacola, Alabama & Tennessee Railroad, and all work has been provided for. The president of the Pensacola & Southwestern is Charles Barclay at Lillian, Ala., and the secretary Junius B. Hall of Pensacola.

Another report on the proposed construction says it will include a wooden bridge 4000 feet long on piles across Perdido Bay, with a steel draw span of 30 feet. The line will enter Pensacola by connection at Millview with the Pensacola & Perdido Railroad, using the latter's tracks for nine miles. The last-named line will operate the new road under lease, and will own the equipment. John MacDonald of Pensacola is vice-president, and W. D. Stapleton of Bay Minette, Ala., is treasurer.

A Line in Middle Georgia.

A letter to the MANUFACTURERS' RECORD says that the stockholders of the Wrightsville, Adrian & Lyons Railroad Co. met at Wrightsville, Ga., and organized by electing T. J. James of Adrian, Ga., president; W. C. Oliver of Lyons, Ga., first vice-president, and J. H. Rowland of Wrightsville, Ga., second vice-president; W. F. Staten of Adrian, Ga., secretary, and E. J. Summer, Wrightsville, Ga., treasurer. The headquarters will be at Adrian, and work will be started at Lyons and at Wrightsville simultaneously and

pushed through to Adrian. The road will be about 40 miles long.

This road will develop a fine section of Middle Georgia, where there is considerable pine and timber along the route, besides large quantities of hardwood in the Ochopee River swamp, which parallels the railroad for 30 miles. It will connect on the north end with the Central of Georgia at Wrightsville, at Adrian with the Wadley Southern and the "Central," at Oak Park with the Georgia & Florida, and at Lyons with the Seaboard Air Line.

New Terminal at Mobile.

The New Orleans, Mobile & Chicago Railroad Co. has announced that it will apply to the Mobile City Council for permission to lay tracks across certain streets, and this has revealed the intention of the company to establish freight and passenger terminals near the heart of the city. These new terminals, it is said, will cost more than \$250,000, and in addition to this it is intended to extensively improve the Frascati terminals at Choctaw Point, where additional piers and warehouses and new tracks will be constructed at a cost of nearly \$200,000. Provision for these expenditures will be made by a bond issue. The officers of the company have not yet announced the location of the new passenger station.

Interurban for Oklahoma.

The Muskogee Transit Co. is a new corporation chartered in Oklahoma to build an interurban railway; capital \$100,000. The proposed line will be 225 miles long, and will connect Muskogee, Wagoner, Corrtan, Coweta, Broken Arrow, Tulsa, Sapulpa, Haskell, Boynton, Okmulgee, Checotah, Warner, Webber's Falls, Illinois Station, Braggs, Fort Gibson, Henryetta and intervening towns. The directors are E. W. Mangson and Oliver J. Barwick of St. Louis, O. D. Revell of Asheville, N. C.; Tams Bixby, Chas. W. Bliss, M. R. Williams, Thomas P. Smith, M. M. Bragdon, N. F. Hancock, W. N. Sayer and Geo. A. Murphy of Muskogee, Okla.

Pennsylvania Railroad After Lumber

A report from Jacksonville, Fla., says that several officers of the Pennsylvania Railroad, including L. R. Zollinger, engineer of maintenance of way; S. Porcher, assistant purchasing agent; W. H. M. Thomas, lumber agent; E. E. Sterling, forester; A. H. Kline and H. E. Wise, chief inspectors, are visiting Florida with reference to lumber. They have inspected some timber lands, and it is rumored will make purchases of standing timber. Already the company buys considerable lumber from Florida and Georgia.

The Meritas Mills.

The Meritas Mills of Columbus, Ga., has been incorporated with a capital stock of \$300,000 by Alvin Hunsicker of the Standard Cloth Co., New York, and associates. This company has purchased 20-acre site for a mill to manufacture the cotton cloth used as a basis for oilcloth. It plans shipping the cloth to the Standard plants in the North for finishing as oilcloth. Mr. Hunsicker, J. T. Broadbent of Brooklyn and associates were recently mentioned as planning a mill at Columbus.

For 10,000,000 Bricks Annually.

The MANUFACTURERS' RECORD is advised by William C. Smith of 431 North Robinson street, Oklahoma City, that he is interested in the organization of a company to establish a plant with an annual output of 10,000,000 bricks. No arrangements have been completed for the machinery, and Mr. Smith invites estimates, data and other information on the complete equipment.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

New England Mill Men.

At the annual meeting this week in Boston of the National Association of Cotton Manufacturers the program includes, in addition to a welcome from Governor Even S. Draper at Massachusetts, a response by Franklin W. Hobbs of Boston, and the annual address by President Charles T. Plunkett of Adams, Mass., and an address by Dr. Richard C. MacLaurin, president of the Massachusetts Institute of Technology, the following papers: "Certain Aspects of the Export Trade," by Howard Ayers, New York city; "Progress of the Diesel Engine," by Col. E. D. Meier, New York city; "The Federal Corporation Tax Law," by Walter S. Newhouse, New York city; report of committee on standard specifications, by Albert Farwell Bemis, chairman; "A Substitute for Cotton, and a New Method of Operating Ring Frames," by James Hope, Rouen, France; "Aboriginal American Weaving," by Miss Mary Lois Kissell, New York city; "Superheated Steam and Superheaters," by Dr. D. S. Jacobus, New York city; "Buying and Handling of Steam Coals in New England," by John S. Lawrence, Boston; "The Electric Drive as a Manufacturing Proposition," by Meldon H. Merrill, Boston; "Choice of Power for Textile Mills," by Charles T. Main, Boston; "Recent Advances in the Chemistry of Coal Tar Colors," by Hugo Schweitzer, Ph.D., New York city; "Sizing of Vegetable Fibers," by Hermann Seydel, Jersey City, N. J.; "Production Increasing Methods, Training Workmen," by Henry L. Gantt, New York city; "Distribution of Artificial Light," by Frank Marshall Scantlebury, Boston, and "Bibliography of the Cotton Manufacture," by C. J. H. Woodbury, Boston.

Contemplates Building Mill.

A Philadelphia textile company contemplates building a mill to manufacture an article used in the South and West. It is desirous of locating in some city whose investors will subscribe to \$50,000 worth of stock in the enterprise. Particulars are requested as to shipping facilities, fuel advantages, labor supply and population. Address No. 616, care MANUFACTURERS' RECORD.

For Finishing Knit Goods.

The Chesapeake Knitting Mill of Berkeley, Va., has awarded contract to F. H. Henley of Norfolk for the erection of an addition. This will be of brick, cost \$3000 and be equipped for finishing knit goods.

Textile Notes.

The Harden Manufacturing Co. of Worth, N. C., has awarded contract for 5000 additional spindles and other machinery.

The Regal Hosiery Mills Co. of Cameron, N. C., will erect a building addition and add 15 knitters. These improvements will cost about \$3000.

The Wadesboro (N. C.) Cotton Mills Co. will, it is rumored, erect an addition and install 350 looms at an estimated cost of \$90,000. This company now operates 10,890 spindles, and contemplates weaving its output.

The Lang Manufacturing Co. of West Point, Ga., will, it is reported, double its capital and capacity. This company is now capitalized at \$100,000 and has 3000 ring spindles, 70 looms, dyeing and finishing equipment, etc.

Messrs. O. P. Heath & Co. of Charlotte,

N. C., are reported as completing arrangements for the erection of their proposed cotton mill near Erwin, Tenn. They will operate by electricity transmitted from the Nolachucky River water-power-electrical plant (to be constructed) of the Nolachucky Power Co., K. S. Finch, president, Charlotte, N. C.

The John Manufacturing Co., Kings Mountain, N. C., has completed the installation of additional machinery, including a 36x36 low-pressure boiler to make its power plant compound condensing, automatic opener and lapper, 200 spindles, 900 twister spindles, spoolers, 54-spindle universal winder, etc. This company manufactures cotton yarns.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

National Lumber Manufacturers.

An important meeting of the National Lumber Manufacturers' Association, at which 13 affiliated associations were represented, was held at New Orleans last week, with President Edward Hines of Chicago presiding. A feature of the first day's session was an address on "The Problem of Practical Forestry," by Henry Solon Graves, chief forester of the United States Department of Forestry, in which he stated that restrictive legislation was not necessary, and that the more study he gave to the subject he became more convinced that immediate legislation was not necessary, but a beginning of practical forestry by lumbermen themselves. Professor Fred Rogers Fairchild of Yale University read a paper on "Timber Land Taxation," advocating a single tax on timber lands and stating his belief that a just solution of the timber taxation question would be for the State to abolish the property tax on timber and assess the value of the annual cut per annum. In his address President Hines advocated co-operation among lumbermen in all parts of the United States for mutual protection, and reviewing the history of tariff legislation, said there has been a vast improvement in lumber trade conditions. Other addresses were made by J. B. White of Kansas City, Mo.; C. A. Stafford, manager National Association of Box Manufacturers, Chicago; E. T. Allen, forester Western Conservation Association, Portland, Ore.; Charles Janiver, vice-president Canal-Louisiana Bank & Trust Co., New Orleans; James D. Lacey, New Orleans; Royal S. Kellogg, formerly assistant forester of the United States, and others. The following officers were elected: Edward Hines of Chicago, president; J. A. Freeman of St. Louis, treasurer; E. G. Griggs of Tacoma, Wash., and W. B. Stillwell of Savannah, Ga., first and second vice-presidents, respectively; R. H. Van Sandt of Ashland, Ky., and R. H. Downman of New Orleans, additional vice-presidents. The position of secretary, held by Geo. K. Smith, and of manager, occupied by Leonard Bronson, both of St. Louis, are to be filled later by the governing board. It was generally agreed that the incumbents would be re-elected.

Lumber Notes.

Owing to a small attendance, the Alabama-West Florida Lumber Manufacturers' Association, which was to have met in Montgomery last week, was postponed until a later date.

The Pearlinton Lumber Co. of New Orleans has been incorporated with a capital stock of \$100,000 by Joseph J. Favre, Isaac Toomer and O. Sanders Favre.

FOREIGN NEEDS

Machinery and equipment wanted abroad are mentioned in many letters received by the **MANUFACTURERS' RECORD**, which is so widely read in foreign countries that we are in constant receipt of many letters from all parts of the world. For the benefit of our subscribers seeking foreign trade we publish the following extracts from recent letters:

Leather and Olive Oil.

Bogdanos Freres, Corfu, Greece, write the **MANUFACTURERS' RECORD**:

"We ask you to give us the name of an important American manufacturer of leathers for footwear who would desire to be represented in Greece. We shall be also very much obliged if you will name an important American merchant importing olive oil. Our country produces a very fine quality of olive oil and exports it in large quantities to all European countries, especially to Italy, France and England. Many of the most important producers being our friends, and desiring to sell their product at a good price requested us to find an important American firm that deals in the olive oil commerce on account of selling to him direct their product. It is understood that it would be of mutual advantage to an American olive oil importer, instead of buying olive oil from Italy, to buy it direct from the producers through representative. We would expect to represent him and ship for his account. As for our activity and honesty he can refer to the firms and assurances we represent, and for more particulars to the National Bank of Greece at Corfu. We would also make, if necessary, a deposit in one of our banks which could cover his remittances and serve him as guaranty in every case till we are better acquainted. We send you by today's mail two samples of our olive oil. The No. 1 is of the very fine quality, and cost f. o. b. Corfu 155 francs per 100 kilograms (including casks and our commission, 150 francs per 100 kilograms). The No. 2 is a type of the common olive oil of Corfu, and costs today f. o. b. in Corfu 124 francs (including casks and our commission). Will you be so kind as to submit these samples to the American firm you will recommend to us and let him know our offer?"

Italy Wants American Metals.

Joseph Is. Modiano, Casella Postale 236, Milan, Italy, writes the **MANUFACTURERS' RECORD**:

"You will oblige us if you kindly mention our name in your advertising pages, and possibly in your reading columns, stating that we are an old firm, established 1858, with different agencies in different States of Italy, and that we are especially representative agents of hardware manufacturers and metal exporters. We are looking now to communicate with important American firms with a view to introducing their products in our territory. We require but hardware articles and metals, as straits, tin, copper, yellow copper, white metals, copper wires, zinc, pig-iron. We are introduced among all the leading merchants, and can produce good business."

Wanted for Mexican Trade.

Jose Boca, Apartado de Correos 1068, Mexico City, Mexico, writes the **MANUFACTURERS' RECORD**:

"Your **MANUFACTURERS' RECORD** I find before me, and it is one of the best reviews I have ever received from the United States, not only for its marked wealth in advertisements, but also for the useful, interesting and varied text. For five years now I have been representing Messrs. Pedro Platelorens & Son of Barcelona, one of the most important commission

houses in Spain, for whose account I have been traveling throughout this republic. I have decided to devote myself to the sale of goods from the United States, and am now agent for one important firm. I may address myself to some of your advertisers, in which case I shall take pleasure in mentioning you as the medium through which I became acquainted with them. You might state in your columns that I shall be most happy to take agencies for conserves of every kind, furniture in general, cotton, coal, coke, hardware, cement, paints, varnishes, cutlery, woods, iron, steel, tin, grooved metal, chemicals, drugs, enameled and galvanized metal, leather, wagons and supplies for them. My references are R. G. Dun & Co.'s Mercantile Agency, Messrs. Pedro Pladelorens & Son of Barcelona, and many other firms whose names I shall give on request."

Bottling and Coffee Machinery.

Ferdinando Bounous, Turin, Italy, writes the **MANUFACTURERS' RECORD**:

"I should be very happy to represent foreign firms as their Italian agent, especially for novelties, since it is extremely easy to introduce new and useful goods here. In this connection I would say that I am an agent for Italy of many firms of Switzerland and Southern France, and also for the Edesche Machine Works of Ede, Holland, for the sale of equipment for torrefying coffee by use of gas heaters. Everything relating to such work is of great interest to me. Could you not send me the address of some firm making simple and practical apparatus for corking (closing) and uncorking (unclosing) bottles."

Cotton Oil, Cloth and Provisions.

Thomas Fenech & Co., 291 Strada Reale, Valletta, Malta, write the **MANUFACTURERS' RECORD**:

"We are interested in provisions, cotton-seed oil and American cloths, for which please put us in direct communication."

Hydrated Lime Plant.

The Tidewater Portland Cement Co., which was organized to build a large Portland cement and hydrated lime plant at Union Bridge, Md., has completed and put into operation its hydrated lime plant. This plant will have a capacity of about 700 barrels of hydrated lime daily, making it one of the largest of its kind in the East. The machinery and equipment installed is of the most improved design, and the large hydrator was furnished and installed by the Kritzer Company of Chicago, Ill.

Work is also being pushed on the construction of the Portland cement plant, which is to have an ultimate daily capacity of 3000 barrels. Foundations for some of the buildings are now being laid, and it is hoped to have the entire plant fully equipped and in operation by next spring. The buildings will be of steel and concrete construction, and will include crusher building, 76x74 feet; kiln, 224x122 feet; stone storage, 17x76 feet; raw mill, 96x60 feet; coal mill, 96x50 feet; coal storage, 80x64 feet; clinker mill and gypsum-house, 144x60 feet; boiler-house, 128x48 feet; also other smaller buildings, such as machine, carpenter and blacksmith shops, storage-house, etc. The plant will be electrically driven throughout. The contract for the entire construction of the plant and its equipment, with all necessary machinery, is in the hands of the Fuller Engineering Co., Allentown, Pa.

In order to acquaint those interested in the enterprise with its scope and facilities, the company invited them to be present at the opening of the hydrated lime plant on April 23, and altogether about 300 were present.

MINING

Underground Oklahoma.

Mr. L. L. Hutchison, assistant director of the Oklahoma Geological Survey, has just sent to press a special State report on the asphalt, oil and gas deposits of Oklahoma. This report is divided into two parts. In Part I Mr. Hutchison gives a general map, which shows that portion of the State in which asphalt occurs and the region where it is likely to be found. It also contains a geologic map of the asphalt-bearing district, and one showing the exact location of nearly 100 known deposits, all of which have been visited by the author or his field assistants. This part of the report is closed with a chapter on asphalt paving, which contains invaluable suggestions to cities and towns which contemplate paving.

Part II is devoted to oil and gas. After reviewing the history of the industry and discussing the various theories of origin and accumulation of petroleum and natural gas, Mr. Hutchison discusses the geology of the Oklahoma petroleum and natural-gas fields, and closes the work with a chapter devoted to the latest Oklahoma statistics and a review of past and present conditions in the field. This section of the report is illustrated by a general map showing the present developed areas; probable territory yet undeveloped, and those parts of the State where it seems possible that oil and gas may be found, and by a geologic map of the oil fields, and detailed maps, on a scale of one inch to the mile, which give the exact location of every well drilled in the various important fields prior to 1910.

This valuable report may be had upon application as soon as it is off the press.

Big Virginia Coal Deal.

A deal involving extensive coal properties in Southwest Virginia has been completed by the Stonega Coke & Coal Co. of Stonega, Va., D. B. Wentz, president, Philadelphia, which has acquired the properties of the Keokee Consolidated Coke Co. With reference to the transaction the Stonega Coke & Coal Co. telegraphs the **MANUFACTURERS' RECORD** that the property consists of 9500 acres of coal lands located in Lee and Wise counties, Virginia; 700 coke ovens, and coal mines having an annual capacity of 750,000 tons. The amount of money involved in the deal has not been announced, but it is understood to be several millions of dollars.

Large Coal and Coke Haulage.

According to a report recently issued, the coal and coke tonnage hauled by the Baltimore & Ohio Railroad during March, 1910, shows a large increase as compared with the tonnage hauled during March, 1909. A total of 2,536,231 tons of coal was hauled during the month, as against a

total of 1,661,470 tons hauled during the corresponding month last year, while the coke tonnage amounted to 404,558 tons during March, as compared with a total of 329,470 tons hauled during March, 1909.

The Wiser Mining & Development Co. of Joplin, Mo., has incorporated with a capital stock of \$50,000 to develop lead and zinc deposits. Its incorporators are Frank W. Wiser, A. B. Wiser, W. H. Frickleton and others.

Georgia Cattle Co.

The Georgia Cattle Co. is being organized with a capital stock of \$100,000 for the purpose of establishing a large stock farm near Athens, Ga. Leon P. Sawtell of Atlanta will be general manager, and 1000 acres of improved farm land have been purchased 10 miles southeast of Athens, while 2000 additional acres of grazing land have been optioned. The company's principal purpose is to breed and fatten beef, but it will also breed mules, hogs, sheep, goats and poultry. Grain, hay and grasses will be grown for feeding and cottonseed meal to fatten cattle for market.

Jacksonville's Great Growth.

In a publicity campaign for the advancement of Jacksonville, Fla., *The Metropolis*, which is published in that city, intends to supply high-class studies designed to accelerate the city's development. Its edition of April 20 presents several tables showing how Jacksonville has rated in business progress with other cities of its size; its large gain in bank clearings for 10 years; its advantageous facilities as a location for factories; its gain in wage-earners as compared with other cities, together with other features of its progress.

TENNESSEE NORMAL SCHOOLS.

About \$600,000 for These Structures and Improvements.

The Tennessee Department of Public Instruction, H. L. Jones, superintendent, Nashville, is arranging for the proposed Normal School buildings, for which plans were accepted recently. B. C. Alsop of Memphis and Adams & Alsop of Chattanooga will plan the Memphis Normal, to cost \$350,000—main building \$200,000, women's dormitory \$100,000, model school building \$35,000, accompanying improvements \$15,000. C. K. Colley of Nashville is architect for Middle Tennessee Normal at Murfreesboro—main structure \$110,000 and dormitory \$60,000. Baumann Bros. of Knoxville are architects for East Tennessee Normal at Johnson City—main building \$110,000 and dormitory \$60,000. Herewith is a view of the Johnson City building as it will appear when completed. The date for opening construction proposals has not been decided. Specifications are expected to be completed by May 30.



TENNESSEE NORMAL SCHOOL AT JOHNSON CITY.

MECHANICAL

Blake & Knowles Improved Water Heater.

An accompanying illustration represents the improved type of open feed-water heater which the Blake & Knowles Steam Pump Works of the International Steam Pump Co., 115 Broadway, New York, has recently put on the market. This heater is of new design, and combines the advantage that the "open" method of heating boiler feed water, or water for heating or drying systems, etc., allows over other methods ordinarily in use, and embodies other features of convenience and economy of operation.

The water is heated by direct contact with the exhaust steam, the heating capacity of which is utilized at its maximum degree, and there is no drop in the temperature at which the water leaves the heater, due to any collection of mud or scale. All impurities in the water, such as sand, floating particles, etc., are retained in the filter, and all scale-forming carbonates, air

inlet, is the cold water inlet trough, out of which the water supply, conducted through an automatically controlled valve, is spilled into the trays. At the lower end of the shell the filter is located, the material of the filter bed consisting of coke, excelsior or other similar material. This material is confined between two perforated plates, and can be removed when necessary through doors provided for the purpose. Beneath the filter bed is a chamber, from which the purified water is taken away by the feed pump. All the sediment collects in the lower part of this chamber, and is drained away through a blow-off connection to waste. The receiving chamber occupies the space above the filter bed, and is of extra large capacity, so as to take care of the condensation from the heating systems, etc., which is received in deluges from the traps, pockets, radiators, etc., when they discharge their contents. An automatically controlled overflow at the top of the receiving chamber takes care of any dangerous excess of water, and this overflow extends the full width of the shell and forms a "skimmer," so that floating

well and drains away to waste. The oil-cleaned steam now enters the heater shell and fills the space around the trays, where it comes into intimate contact with the water supply, which is dropping from tray to tray in a finely divided condition. The water supply, entering through a float controlled valve, fills the distributing trough, which extends across the shell and overflows from a serrated edge in a thin, even sheet onto the trays below. These trays, arranged one below the other, are slightly inclined and partially perforated, so that the water flows from one to the other over the lower serrated edge of each and through the perforations, being retarded in its progress, so that it is thoroughly mixed with the steam before falling into the hot well below. Ample space is allowed around the trays, so that the water in its finely divided state is heated to the highest possible temperature.

The difference in height between the normal water level in the hot well and the overflow level is sufficiently great to accommodate the sudden inrush of water from the traps, returns, etc., forming in this way an adequate storing chamber for the water thus received.

Two floats, properly located in the receiving chamber, automatically control the operation of the apparatus; one, connected with the water inlet valve, regulates the cold water supply and maintains a constant water level, at the same time meeting the demands of boiler feed water supply, while the other, connected with the overflow valve, opens this valve when the overflow level has been reached and allows the excess water to escape to waste.

The water and condensed steam, after falling to the receiving chamber, percolate slowly through the filter bed, and in this process, due to the heat of the water and the special design of the heater, the scale-forming carbonates in the water are precipitated and retained by the filtering material, while the gases liberated pass out with the uncondensed steam through the vent pipe at the top of the heater. The purified and heated water drops into the settling chamber and is pumped away, a pure, hot water, free from mud and scale-forming matter, in perfect condition for boiler-feed use. The heavy sediment collects at the bottom of the chamber and is drawn off when necessary through the blow-off connection below the heater body.

The operation is entirely automatic, and under ordinary circumstances requires no attention whatever. An occasional cleaning and proper inspection are all that are required. Every convenience is provided for this purpose, and no pipe joints have to be broken for any of the operations necessary. Pressure ranging from atmospheric pressure to five pounds above may be carried in the exhaust line without impairing the efficiency in any way and without requiring any modification in the construction or operation of the heater.

The "Kennicott" Water Weigher.

Two accompanying illustrations present views of the "Kennicott" water weigher. The device is manufactured by the Kennicott Company of Chicago Heights, Ill. This company says:

"From 65 to 80 per cent. of the operating costs of steam-power plants are expended in the boiler-room in the production of steam. Because of the great liability of loss of money in this production too strict account cannot be kept of the daily evaporation where even fairly economical operation is desired, a fact which is well recognized by engineers and managers today. In plants where the engineer or manager does not know the evaporation each day he is compelled to work blindly, not knowing whether the fuel is producing steam or ashes and smoke, and in such plants the

economy of operation is from 15 to 30 per cent. lower than it should be.

"The 'Kennicott' water weigher gives a continuous daily record of the weight of boiler feed water evaporated, which provides a final check on the efficiency and the economy of the boiler plant. It immediately detects defective furnaces, inferior fuel, overtaxed or scaly boilers, inefficient firing, etc., and furnishes the manager with reliable means for accounting for the immense sums spent for fuel, which enables the manager to decrease fuel bills



"KENNICOTT" WATER WEIGHER.

and operating expenses from 10 per cent. to 30 per cent.

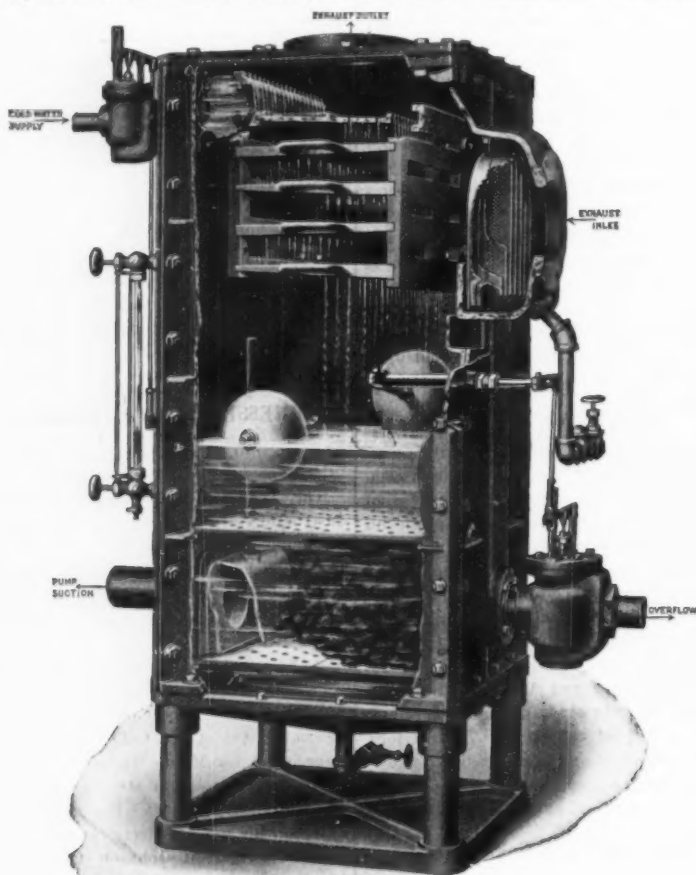
"This weigher is remarkable for its simplicity and positive automatic operation. It has no valves to leak and cause inaccurate records, no pistons, no revolving parts and no delicate recording mechanism. Its accuracy is unaffected by those wide fluctuations in rate of supply which are often unavoidable in boiler feeding, and which cause the well-known inaccuracy of water meters and various water-measuring devices. It has no parts that can be warped out of shape by the temperature variations which cause variable friction in the 'works' of other water-measuring devices,



"KENNICOTT" WATER WEIGHER.

with corresponding inaccuracy. It weighs water or any free flowing liquid hot or cold.

"We furnish a weigher which receives water from any source and delivers it in unit charges of uniform weight into any suitable storage tank, hot well or sump tank. When weighing boiler feed water where an open heater is used the weigher receives the hot water from the open heater, weighs it and delivers it to the storage tank or hot well from which the feed pumps take water. Where a closed heater is used the water is weighed and



BLAKE & KNOWLES IMPROVED WATER HEATER.

and other gases, so dangerous to the life of boilers, are removed, making the product leaving the heater pure, hot water, perfectly suitable for boiler feeding or other refined industrial purposes.

The heater combines in one apparatus the functions ordinarily performed by several machines. It extracts all the oil from the incoming steam, and, besides heating the water, filters and purifies it. It contains also a storage tank for receiving the water of condensation.

As seen from the sectional view, this apparatus consists of a vertical cast-iron rectangular shell, on one side of which, near the top, is located the exhaust steam inlet. The oil separator is built into the heater body just inside this inlet, and all the steam must pass through this separator before it can enter the heater. Inside the heater shell, at the top end, several shallow removable water trays are arranged, one beneath another, which are slightly inclined and partly perforated. Above these trays, on the opposite side from the steam

impurities can be "skimmed off" by simply holding open the cold water inlet valve until the heater fills to this point, when the impurities run off into the overflow and through the valve below to waste. The feed pump suction is located at one side of the feed-water chamber, with a vent pipe leading up into the heater body for carrying away any vapors that may collect. An outlet is located at the top end of the heater shell, which is used as exhaust or vent pipe, as required, depending on whether the apparatus is used as a "thoroughfare" or "draw" heater.

In operation all or part of the exhaust steam, as may be required, enters the exhaust inlet, where, moving at a high velocity, it strikes a peculiarly punctured and bent metal surface. The elastic steam rebounds and passes around to either side, while the oil, on account of its greater momentum, is carried through the punctured sheet against the back plate of the grating, where, out of the swirl of the steam current, it falls into the receiving

passes to the feed pumps through the closed heater into the boilers.

"The weigher is furnished either with or without a storage tank, as it is often convenient to weigh the water into some storage tank already installed. When a storage tank is used the supply to the weigher may be automatically regulated by a balanced pressure valve in the supply line to the weigher, controlled by a ball float in the storage tank, which insures that the storage tank is always full of water. In some cases it is sufficient to regulate the make-up water only and allow the main supply of return water to flow continuously to the weigher.

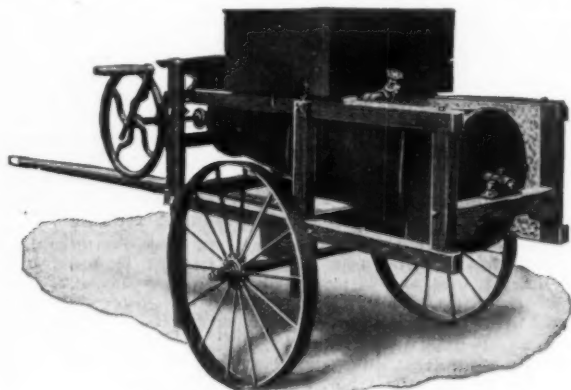
"The 'Kennicott' is built in all sizes, from that having a capacity of 750 pounds of water per hour up to 1,000,000 pounds of water per hour. The smaller sizes are portable, and may be moved from place to place, thus providing a convenient and accurate method for making special boiler tests.

"While the device affords a most reliable means for recording the weight of boiler feed water evaporated, its adaptability is not limited to this field alone, as it will weigh or measure naphtha, oil, alcohol, chemicals or any free-flowing liquids, hot or cold."

The "Perfection" Concrete Mixer.

An accompanying illustration presents a view of the "Perfection" concrete mixer. This machine is intended to run by hand, but can be operated by a gas engine or other power with very little trouble by the use of belt and pulley.

There are two cranks for turning, one of them being hidden from view in the illustration, which are adjustable and can



"PERFECTION" CONCRETE MIXER.

be made with a long or short sweep, to suit the operator.

While it is so arranged that two men can turn the machine, only the power of one man is ordinarily required, the extra crank handle enabling the operator to stand on either side.

This machine has a wide range of capacity, depending on speed of mixer and the amount of feed, and it is claimed it can be operated by two to eight men with equal efficiency.

It embraces the following points of construction: Frame is made of well-seasoned hardwood, well braced and bolted together; wheels are large and excellent for traveling on the road; will stand hard knocking and usage; mixer can be hitched to and drawn behind a wagon; water tank made of strong galvanized steel plate, well riveted, and very substantial; mixing trough is constructed of heavy steel plate, and is surmounted on stiff and rigid iron brackets, which, in turn, are strongly fastened to the frame; the shafts of cold-rolled steel, which run in anti-friction adjustable boxes; adjustable legs provided for front of machine, which can be raised out of the way when the machine is being transported or moved, and are also intended to give the proper pitch to the ma-

chine when it is in operation; cylinder is composed of semi-spiral steel blades; water sprinkler is regulated with a globe valve, within convenient reach of the operator, so that concrete may be wet to any consistency desired.

When in use, sand, stone or gravel of a given quantity is usually placed on a pile in a convenient place or shoveling distance from the hopper. The desired proportion of cement is then spread over the pile of mixed stone and sand or gravel. The whole is then shoveled into the hopper, letting the cement fall down over the stone. The machine thoroughly mixes and wets the mass to the proper consistency.

The actual measuring of the different ingredients before they reach the machine insures the best results, and no haphazard mixing results when this is done.

This mixer is manufactured by the Sidney Elevator Manufacturing Co., 522 Shelby street, Sidney, O.

"Ashcroft" Valve Grinder, Etc.

An accompanying illustration represents the "Ashcroft" combined valve grinder, breast drill and ratchet. This is the product of the Ashcroft Manufacturing Co., 85 Liberty street, New York. The company says:

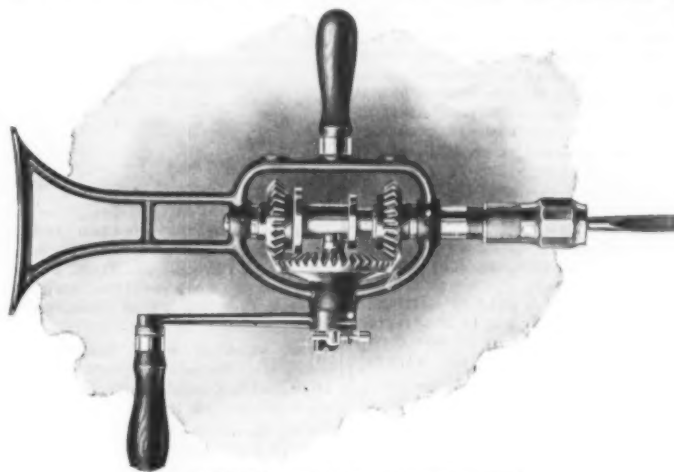
"The grinder has been designed to meet the demand for a handy, light, compact and durable tool for service on automobiles, to take the place of a number of clumsy, bulky devices which do not do the work in an up-to-date and efficient manner and cause a number of common automobile troubles, such as leaky valves and loose parts.

"Leaky valves on an automobile mean poor compression, inability to start the

run in on the bearing surfaces, which enables the operator to grind the valves more smoothly and quickly. The life of the valve is thus greatly prolonged.

"As a breast drill this tool can be used when applying trimmings or accessories to an automobile or for removing pins and screws, and for many other contingencies which constantly arise when it is desired to maintain an automobile in perfect running order.

"As a ratchet the tool can be used, with



"ASHCROFT" VALVE GRINDER, ETC.

either a right-hand or left-hand ratchet movement, for removing or inserting screws in awkward or inaccessible positions, and for drilling and tapping in places where a full swing of the operating crank cannot be obtained by the operator."

Electric Erecting Machines.

The Mead-Morrison Manufacturing Co. of Cambridge, Mass., was recently awarded contract to build electric erecting machines for the McClintic-Marshall Construction Co. of Pittsburg. These machines are of special and heavy construction, and one of them is illustrated herewith.

One of the important advantages is the use of the Mead-Morrison patent twin screws, by means of which the friction drums are operated, the construction and arrangement of the twin screws making it possible to extend the shaft beyond the thrust bearing to receive the spool, and this extension is effected without in any way reducing the efficiency or satisfactory operation of the friction drums. The twin screws are of small diameter, and the same sensitiveness and power of operation is obtained as with the usual arrangement of

bronze bushed according to the Mead-Morrison Manufacturing Co.'s usual practice. All thrust surfaces are of large area, and are provided with renewable split bronze thrust washers. Each spool is provided with a clutch lever, by means of which it can be unclutched from the shaft when desired.

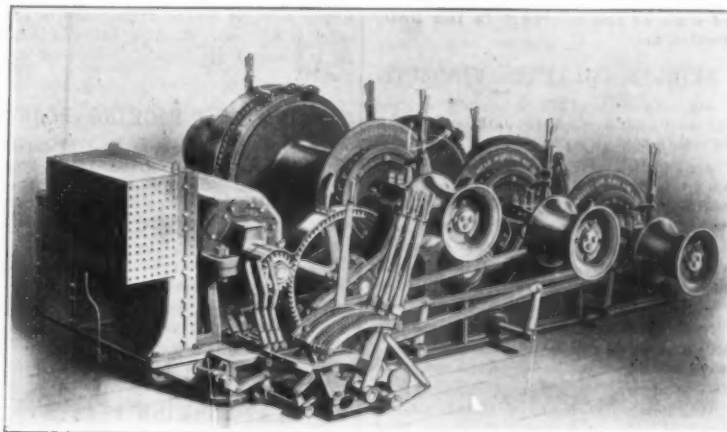
One of the machines has two drums and four spools, whereas the machine illustrated has three drums and six spools. The electric motors for both machines are of

the heavy mill type, and the controller is operated by a hand lever carried in the quadrants with the friction operating levers.

The Mead-Morrison three-drum hoist was designed for handling girders up to 100 tons in weight, and was furnished equipped with a 100-horse-power motor. The two-drum machine was furnished with a 75-horse-power motor and geared for handling loads up to 50 tons at somewhat higher speed.

Dauphin Island Railway & Harbor Co.

The Dauphin Island Railway & Harbor Co. has been incorporated for the purpose of dredging a 30-foot channel from Mobile Bay to Dauphin Bay, building docks, wharves and other coaling facilities on Dauphin Island at the mouth of Mobile Bay, near Mobile, Ala.; constructing a railway to Mobile, etc. This company's officers are: President, Geo. T. Bishop, Cleveland, O.; vice-president, F. F. Graves, Chicago; secretary, J. M. Dewberry, Birmingham, Ala., where the company's main offices are located. They and Frank H. Senn of Cleveland and D. E.



ELECTRIC ERECTING MACHINE.

outside screws furnished with contractors' engines.

In the arrangement of this machine the cut-steel gearing at the motor is kept within the frame, and the other gears and the pinion are of steel, and the construction throughout is extra heavy, the shafts being of large diameter and the drums being

Mitchell of Lebanon, Tenn., are the directors. Mr. Dewberry telegraphs the MANUFACTURERS' RECORD that an expenditure of \$900,000 is planned, and that full details will be announced later.

Large parties of homeseekers from the middle West passed through Jacksonville, Fla., last week.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

The Daily Bulletin of the Manufacturers' Record is published every business day in the year for the purpose of giving the earliest possible news in regard to new industrial, railroad and financial enterprises organized in the South. It is invaluable to contractors, manufacturers, engineers and all others who want to get in touch at the earliest moment with new undertakings or the enlargement of established enterprises. The subscription price is \$25 a year. All advertising contracts in the Manufacturers' Record extending over a period of three months include a subscription for the length of time of the contract to the Daily Bulletin.

BRIDGES, CULVERTS, VIADUCTS

Ala., Anniston.—Calhoun county awarded contract to J. A. Garbury, Jacksonville, Fla., to construct concrete bridge on Weavers road.

Ala., Lillian.—Pensacola & Southern Railroad Co., Chas. Barclay, president, will erect across Perdido Bay wooden bridge on piles, 4000 feet, with 30-foot steel draw span.

Ark., Little Rock.—City will construct concrete culvert through Vance St. between 14th and 15th Sts.; F. M. Oliver, clerk. (See "Machinery Wanted.")

Ga., Macon.—Bibb County Commissioners will issue about \$500,000 of bonds for improvement of bridges, etc. (See "Road and Street Improvements.")

Md., Baltimore.—Board of Awards awarded contract to Lauer & Harper Company, Westport, Md., for construction of steel bridge over Gwynn's Falls at Franklin Rd.; cost about \$5000. (Recently mentioned.)

Md., Denton.—Caroline County Commissioners are considering construction of bridge over Choptank River. (See "Road and Street Improvements.")

Mo., Kansas City.—Atchison, Topeka & Santa Fe Railway, C. A. Morse, chief engineer, Topeka, Kans., and other railroads have been authorized to rebuild Hannibal bridge.

Okla., Oklahoma City.—City will construct concrete culverts and bridges on Grand

Blvd.; bids to be opened May 2; Paul M. Pope, secretary Park Commissioners. (See "Machinery Wanted.")

Okla., Pryor.—Mayes County Commissioners are considering issuance of \$100,000 of bonds for construction of bridges over Grand River and smaller streams.

S. C., Spartanburg.—Bids will be opened May 5 for construction of wooden bridge over creek on road leading from Landrum to North Carolina line, and another about one-half mile below said bridge over same creek; on May 18 for construction of bridge, either wood or steel, over Lawson's Fork; J. W. Martin, clerk of Commission. (See "Machinery Wanted.")

Tenn., Hickman.—Fulton county will construct five steel bridges; contracts awarded. Address County Commissioners.

Tenn., Morristown.—Hamblen and Cocke counties awarded contract to Converse Bridge Co., Chattanooga, Tenn., at \$527 to construct steel bridge across Nola Chucky River at Inman's Ferry. (Recently mentioned.)

Tex., Cameron.—Milam county will construct steel bridge across San Gabriel River at Glasscock Crossing; County Commissioners will open bids May 18.

Tex., Batesville.—Zavalla county voted \$20,000 bond issue for construction of bridges and roads. Address County Commissioners.

Tex., Dallas.—Dallas County Commissioners adopted arch design of Ira G. Hendrick, Kansas City, Mo., for Dallas-Oak Cliff viaduct; timber piling under each river pier and concrete piling under four piers nearest river piers; width in clear of 50 feet; 40 feet between curbs and two 5-foot sidewalks; ornamentation, including hand rail, lamp posts and electric wiring, to cost \$31,779; total estimated cost, \$72,000. Mr. Hendrick has also been engaged as consulting engineer; J. T. Witt, County Engineer. (Previously mentioned.)

Tex., Houston.—Houston-Bay Shore Traction Co. contemplates construction of 19 bridges and culverts on railway to be constructed from Houston to La Porte; structures will be principally of concrete, excepting one over Southern Pacific Railway tracks at La Porte, which will be of steel.

Tex., Houston.—F. L. Dormant, consulting engineer for city, has been instructed by H. B. Rice, Mayor, to prepare plans for reinforced concrete viaduct across Houston ship channel at foot of Main St. (Recently mentioned.)

Tex., Houston.—F. L. Dormant, engineer, of Houston, has completed plans for proposed viaduct over Buffalo Bayou between Travis and 6th Sts.; structure is to be 40 feet above mean low tide; top to be covered with brick pavement; will be supported by reinforced concrete columns built on each side of stream.

W. Va., Point Pleasant.—Kanawha & Michigan Railway, F. B. Sheldon, chief engineer, Columbus, O., awarded contract for raising bridge at Point Pleasant; proposed to raise track 22 feet above Hocking Valley, which is to be crossed by trestle; estimated cost, \$100,000.

CANNING AND PACKING PLANTS

Ark., Little Rock.—Little Rock Preserving Co. (recently reported organized with \$20,000 capital stock, Ernest R. Ratterree, president) will erect cannery; two stories; 172x24 feet; capacity, 24,000 cans of goods per 24 hours.

Tex., Houston.—Knauder & Lucas, Louisville, Ky., contemplate establishment of pickle factory.

W. Va., Fairmont.—Wise Packing Co. incorporated with \$50,000 capital stock by J. U. Wise, W. F. Wise, M. A. Jolliffe and others.

CLAYWORKING PLANTS

Ga., Augusta.—Bricks.—L. H. Hankinson and John C. Hagler will establish brick plant; cost \$100,000; machinery purchased.

Ky., Louisville.—Sewer Pipe.—H. B. Milliken Sewer Pipe Co. incorporated with \$5000 capital stock by Harry B. Milliken of Louisville, Henry Bosquet and John Meyer of New Albany, Ky.

Md., Hagerstown.—Brick.—Hagerstown Brick Manufacturing Co. organized with I. M. Wertz president, J. Grason Steffy vice-president, Nerrin J. Brandt secretary-treasurer.

N. C., Polkton.—Polkton Brick Co. (recently reported incorporated with \$100,000 capital stock) will operate plant with daily capacity of 20,000; has purchased machinery; will erect sheds; J. C. Goodman, president; T. R. Troutman, secretary-treasurer.

Okla., Oklahoma City.—Bricks.—Wm. C. Smith, 431 North Robinson St., interested in organization of company to establish plant with annual output of 10,000,000 bricks; has not purchased machinery and is prepared to receive estimates and data. (See "Machinery Wanted.")

Tex., Ferris.—Brick.—Glove Pressed Brick Co. will rebuild plant reported burned; loss \$30,000 to \$40,000.

Va., Rosslyn.—Clay Products.—Rosslyn Clay Material Co. incorporated with \$15,000 capital stock; W. L. Jackson, president; Charles Walden, vice-president; Edwin Smith, secretary.

COAL MINES AND COKE OVENS

Del., Wilmington.—United Southern Appalachian Coal Fields chartered with \$10,000,000 capital stock; address, care of Delaware Trust Co.

Ky., Barbourville.—Cumberland Mining Co. incorporated with \$10,000 capital stock by C. P. Kennedy, R. H. Newett and Thomas D. Tinsley.

Ky., Middlesboro.—Edgewood Coal & Coke Co., H. M. Johnston, secretary, and Shamrock Coal & Coke Co., Walter Shuff, secretary, will consolidate as Edgewood Consolidated Coal Co. with \$150,000 capital stock. (Each company reported in January to increase capital stock from \$30,000 to \$60,000 and make improvements.)

Mo., St. Louis.—Wilson Coal Co. incorporated with \$25,000 capital stock by William A. Brownlee, George P. Wilson, Alex. A. Bryden and others.

Va., Keokee.—Stonega (Va.) Coke & Coal Co., D. B. Wentz, president, Philadelphia, Pa., telegraphs Manufacturers' Record that his company has purchased properties of Keokee Consolidated Coke Co., including 9500 acres coal land in Lee and Wise counties, 700 coke ovens, and mines with annual output of 750,000 tons coal.

W. Va., Charleston.—Horse Creek Coal Land Co. increased capital stock from \$508,750 to \$550,000; contemplates developing coal lands on tributaries of Coal River.

W. Va., Clarksburg.—Byron Coal Co. incorporated with \$25,000 capital stock by John K. Wimbrough and Isham Keith, both of Clarksburg; Henry J. Glick and W. C. Devemon, both of Cumberland, Md., and M. P. Gannon, Westernport, Md.

W. Va., Peytona.—Peytona Block Coal Co. (recently reported incorporated with \$50,000 capital stock) will develop 943 acres; W. H. Warner, Cleveland, Ohio, president; W. W. Hall, Ashland, Ky., vice-president; Whitney Warner, also of Cleveland, treasurer; C. H. Mead, secretary and manager.

COTTON COMPRESSES AND GINS

N. C., Raleigh.—North Carolina Cotton Oil Co. will increase daily capacity of gin to 75 bales of cotton; will install four additional stands; also install additional linters at oil mill and make other improvements.

S. C., Clarks Hill.—Farmers' Ginnery, W. P. King, manager, contemplates installation of additional machinery. (See "Machinery Wanted.")

Tex., Houston.—Merchants' Compress Co. incorporated with \$80,000 capital stock by W. B. Chew, John W. Sanders and James D. Dawson.

Tex., Houston.—Merchants' Compress Co. incorporated with \$80,000 capital stock by W. B. Chew, John W. Sanders and James D. Dawson.

Tex., Lott.—Farmers' Gin Co. (recently reported incorporated with \$6000 capital stock) will operate gin and erect 20x30-foot building; wood and steel; metal siding and roof; no machinery needed; daily capacity, 50 bales of cotton; J. G. Ruble, president; J. B. Henderson, secretary.

Tex., Petty.—Farmers' Co-operative Gin Co., recently reported incorporated with \$9000 capital stock, will erect 20x110x24-foot building; mill construction; probably day labor; cost \$2000; plans by Continental Ginning Co., Birmingham, Ala.; 60 bales of cotton per 10 hours; machinery mainly purchased.

COTTONSEED-OIL MILLS

Miss., Tie Plant.—Cottonseed & Fiber Co. incorporated with \$100,000 capital stock by J. C. Longstreet of Jackson, Miss., and W. A. Pollock of Vicksburg, Miss.

N. C., Raleigh.—North Carolina Cotton Oil Co. will install additional linters and make other improvements. (See "Cotton Compresses and Gins.")

N. C., Statesville.—Statesville Oil & Fertilizer Co. changed name to Imperial Cotton Oil Co. and increased capital stock to \$150,000; contemplates erection of number of small mills and ginneries.

S. C., Columbia.—Woodruff Cotton Oil Co. increased capital stock from \$20,000 to \$35,000.

Tenn., Memphis.—Producers' Cotton Oil Co. incorporated with \$100,000 capital stock by Otto Seyppel, H. D. Tomlinson, W. E. Lambreth and others.

Tex., Corsicana.—Elm Hill Oil Co. incorporated with \$10,000 capital stock by J. R. Webb, R. C. Sanders, E. B. Murrell and others.

DRAINAGE AND IRRIGATION SYSTEMS

Fla., Tallahassee.—Board of Drainage Commissioners of Florida, J. C. Luning, secretary, will open bids June 15 for excavation of five drainage canals in the Everglades; aggregate length, 215 miles; excavation, 15,750,000 cubic yards of earth and 5,250,000 cubic yards of rock; J. O. Wright, chief drainage engineer. (Recently mentioned. See "Machinery Wanted.")

Ky., Paducah.—W. L. Bowers, ditch commissioner for McCracken county, will open bids May 7 for construction of public drainage ditch. (See "Machinery Wanted.")

La., New Orleans.—New Orleans Drainage Co., recently reported incorporated with \$2,500,000 capital stock, has acquired 34,000 acres of land on borders of Lake Pontchartrain within city limits of New Orleans, and will construct system of drainage preparatory to cultivation; Warren B. Reed, president, New Orleans; John Stuart Watson, vice-president, Chicago, Ill.; James B. Pike, secretary-treasurer, New Orleans; work will be under supervision of Mr. Reed.

Mo., Kansas City.—Chama Valley Land & Irrigation Co. incorporated with \$100,000 capital stock by Albert D. Hart, William Kent and E. E. Auchmoody.

Mo., St. Louis.—Northrup Land Co. (recently reported incorporated with \$26,000 capital stock by James T. Dugan, George Northrup and others) will drain and develop 15,000 acres of timber land in Cape Girardeau county; cost of improvement, \$30,000; will open bids for construction in spring 1911; engineer not engaged.

ELECTRIC-LIGHT AND POWER PLANTS

Ala., Bear Creek.—N. W. Benefield and associates plan water-power-electrical plant, including construction of dam, installation of water-wheels and electrical generators, stringing of wires, etc.; have not engaged engineer or ordered machinery. (See "Machinery Wanted.")

Ala., Sylacauga.—City will receive bids until May 2 on 16 miles of electric transmission line recently mentioned; S. P. McDonald, Mayor. (See "Machinery Wanted.")

Ark., Green Forest.—Ben Harbert, F. R. Morrow, R. L. Jernigan, W. L. Sneed and J. B. Reeves have organized company to construct electric-light plant, cold-storage and ice plant; cost \$5000.

Ark., Judsonia.—T. H. Beals will erect building and install electric-light plant. (See "Ice and Cold-storage Plants.")

Fla., Fort Dade, P. O. Egmont.—Bids will be opened May 20 for construction of electric-light system, consisting of inside and outside wiring, transformers, engines and generators and addition to power-house. Address Constructing Quartermaster. (See "Machinery Wanted.")

Ga., Albany.—Albany Power & Manufacturing Co. is having plans prepared by J. E. Sirrine, Greenville, S. C., for auxiliary steam-power plant to be constructed on Muckafonee creek; 1000 horse-power; cost \$56,000. (Recently mentioned.)

Ga., Fairburn.—City is considering construction of electric-light plant and waterworks. Address The Mayor.

Ga., Rocky Ford.—Zeliger Company of Sa-

vannah, Ga., and Jacksonville, Fla.; Arthur Burke, vice-president of Bank of Rocky Ford, at Rocky Ford; O. H. Marsh, cashier of People's Bank, Oliver, Ga., and others are, it is reported, organizing company to build two water-power-electrical plants on Ogeechee River, near Oliver and near Rocky Ford; 46 and 64 miles from Savannah; dams and buildings of reinforced concrete; estimated to develop 11,000 horse-power for transmission by electricity; two plants estimated to cost \$700,000.

Ga., Stone Mountain.—Yellow River Power Co. incorporated with capital stock of \$1,000,000 to build water-power-electrical plant on Yellow River 4½ miles from Stone Mountain; construct concrete dam to develop 15,000 horse-power for transmission by electricity; incorporators, J. B. McCrary, Empire Bldg., Atlanta, Ga., and associates.

La., Shreveport.—Henry M. Dawes, president, 621 New York Life Bldg., 171 La Salle St., Chicago, Ill., advises that \$600,000 bond issue recently arranged by Shreveport Gas, Electric Light & Power Co. was for retirement of consolidated bond issue; also for purpose of paying for permanent improvements and additions to property, some of which have been made; company's Shreveport address, 114 Texas St.

Md., Baltimore.—United Railways & Electric Co., Continental Bldg., awarded contract to John Cowan, 106 West Madison St., Baltimore, to enlarge Pratt-street power-house; addition will consist of two one-story fireproof structures to be used as passageways adjoining main structure; each will be 6x43 feet; concrete construction; slag roof; cost \$5500.

Md., Baltimore.—Sisters of Notre Dame, Charles-Street Ave. Ext., awarded contract to Crook, Kries & Co., 227-231 West Saratoga St., Baltimore, to install heating and ventilating apparatus, electric engine and generator in power-house; entire plant is to be remodeled; improvements to include 250-horse-power water-tube boiler, extension of cable mains from power-house to buildings in tunnels, etc.; cost \$25,000; Thomas C. Kennedy, 516 Law Bldg., Baltimore, is architect; Chas. L. Reeder, 919-921 Equitable Bldg., Baltimore, is consulting engineer. (Recently mentioned under "Schools.")

Mo., Savannah.—F. C. Barrington, president and manager Columbia Electrical Co., 820 Frederick Ave., St. Joseph, Mo. (recently noted to petition Savannah City Council for electric-lighting franchise), states that proposition is to rebuild pole line and electric-light system, with exception of power-house, where only transforming station will be installed; high-voltage line (about 10,000 volts) to be conveyed from St. Joseph to Savannah; improvements also include changes in water-works system; electrically-driven pumps to be installed; transmission line to cost \$10,000; cost of Savannah construction, \$15,000.

Mo., Trenton.—City defeated \$55,000 bond issue for construction of electric-light and power plant; R. T. Preston, City Clerk. (Recently mentioned.)

N. C., Fort Caswell.—Bids will be opened May 25 for installing electric-power plant and electric-lighting system; Lieut. W. E. McCleary, C. A. C., Constructing Quartermaster. (See "Machinery Wanted.")

N. C., Lobbella.—J. R. McQueen and others, Lakeview, N. C., purchased Morrison Mill site on Lower Little River; will erect electric plant to supply power for operation of Vass Cotton Mill at Vass, N. C., for lighting, etc.; transmission line will extend distance of seven and a half miles.

Okla., Fairview.—City contemplates extending electric-light system. Address The Mayor. (See "Water-works.")

Okla., Mountain View.—City will construct electric-light plant; bids will be opened May 4 for furnishing generator, exciter and switchboard, etc.; O'Neil Engineering Co., engineers in charge, Dallas, Tex. (See "Machinery Wanted.")

S. C., Easley.—City voted issuance of \$29,500 of bonds for construction of electric-light plant and water-works. Address The Mayor.

Tenn., Trenton.—City voted to purchase Keenan & Wade's electric-light plant, and will vote again May 20 on issuance of \$12,000 of bonds for installation of electric-light plant. Address The Mayor. (Recently mentioned.)

Tex., Brunner, P. O. Houston.—Brunner Water & Light Co. awarded contract to D. D. Pittman of Houston to erect power-house for electric-light and water plant. (Previously mentioned.)

Tex., Houston.—I. D. Polk applied for franchise to construct and operate electric-light and power plant.

Va., Graham.—Graham Water & Electric

Co., V. L. Sexton, president, organized with \$25,000 capital stock.

Tenn., Erwin.—Nolachucky Power Co. applied for incorporation; mentioned several weeks ago as to construct water-power-electrical plant; reported dam will be of reinforced concrete, 400 feet long, 30 feet high, 30 feet thick at base and 15 feet at top; develop 3500 horse-power; K. S. Finch, president, Charlotte, N. C.

Tex., Hempstead.—Company has been organized with \$10,000 capital stock to construct electric-light plant; J. D. Harvey, president; J. C. Ansler, secretary.

Va., Roanoke.—Norfolk & Western Railway, Chas. S. Church III, chief engineer, Roanoke, will expend \$25,000 on recently noted power-house and machine shops; brick structure, 73 feet 10 inches by 103 feet 6 inches, and 30 feet high to the square; concrete foundations; steel roof framing covered with slate roof; one story; building material locally supplied; contractor, Joseph C. Nesbitt, Roanoke (not J. C. Nesbitt & Co., as recently incorrectly noted).

W. Va., Martinsville.—New Martinsville Heat & Power Co. (branch of Mountain State Electrical Co.), Wheeling, W. Va., will expend \$10,000 in installation of gas engines to replace steam engines.

FERTILIZER FACTORIES

Ala., Anniston.—Jacksonville (Ala.) Fertilizer Co. will establish fertilizer factory.

Fla., St. Petersburg.—R. Veillard will establish fertilizer plant.

Ga., Dublin.—Consolidated Phosphate Co., Izzie Bashinski, president, awarded contract to Pratt Engineering & Machine Co., Atlanta, Ga., for engineering, machinery and construction of acid-phosphate plant recently noted; electrically-driven power; plant to be in operation by middle of July; annual capacity, 30,000 tons.

Tenn., Limestone.—Dan Walters, Johnson City, Tenn., will establish fertilizer factory; install machinery for grinding limestone rock; initial capacity, 25 tons daily.

FLOUR, FEED AND MEAL MILLS

N. C., Claremont.—Monitor Milling Co. incorporated with \$20,000 capital stock by J. W. Setzer, R. R. Huitt and C. A. Shook; purchased mill of R. R. Huitt; Mr. Huitt, vice-president; C. A. Shook, treasurer.

N. C., Lumberton.—Lumberton Novelty Works will establish corn mill. (See "Wood-working Plants.")

Okla., Madill.—Marsh Milling & Grain Co. increased capital stock from \$20,000 to \$30,000.

S. C., Walterboro.—J. S. Jordan, Round, S. C., will erect storehouse for grain and provisions and install gasoline engine and grist mill for grinding corn, cow feed, etc.

Tenn., Belvidere.—Belvidere Milling Co. incorporated with \$10,000 capital stock by William H. Ripple, Henry Warmbrod, Robert J. Eichenberger and others.

FOUNDRY AND MACHINE PLANTS

Ala., Birmingham.—Pipe and Fittings.—Stockham Pipe & Fitting Co. increased capital stock from \$150,000 to \$200,000.

Ga., Rosville.—Combining Gins, etc.—Southern Combining Gin Co. incorporated with \$30,000 capital stock; Carl White, president; G. F. Meehan, vice-president; L. M. Ganier, secretary; main office and plant at Rosville; branch office, 13-15 West 9th St., Chattanooga, Tenn.; succeeds Fuller Combining Gin Co.; manufactures combining gins, linters and cotton machinery; will expend \$15,000 for improvements.

Ky., Louisville.—Louisville Car Wheel & Railway Supply Co. awarded contract to Sneed Architectural Iron Works, Louisville, for erection of machine shop recently noted; 60x30 feet; steel construction; machinery purchased.

La., Thibodaux.—Sheet Iron and Boiler Works.—Theodore Dupre and Charles A. Bergeron will establish sheet-metal and boiler works.

Mo., St. Louis.—Mining Machinery.—Frank L. Buchanan Mining Machinery Manufacturing Co., 605A-606 Houser Bldg., incorporated with \$100,000 capital stock; Frank L. Buchanan, president; J. H. Stump, vice-president; R. G. Phillipson, secretary; A. T. Howard, treasurer; J. S. Brownfield, manager; will install equipment, including power lathes, drills, emery wheels, tools, etc., to manufacture rock breakers, pulverizers and mining outfits; machinery to cost not less than \$5000; will erect one-story 80x150-foot building with timber frame and corrugated-iron covering at cost of \$2000; will operate additional plant outside of city.

Mo., St. Louis.—Wrapping Machines.—American Wrapping Machine Co. incorporated with \$50,000 capital stock by H. Sterling Wilson, D. S. Brackett, M. D. Gibson and others.

N. C., Charlotte.—Mr. Mullace, Sattes, N. C., and Mr. Fray, Spencer, N. C., will establish machine shop and foundry.

S. C., Anderson.—Foundry.—Anderson Machine & Foundry Co., recently noted to increase capital stock to \$20,000, has plans by J. H. Casey, Anderson, for 40x140-foot building; mill construction; cost \$3000.

S. C., Lexington.—Machine and Repairs.—Rickard Supply Co., recently reported incorporated (under "Miscellaneous Enterprises") with \$5000 capital stock, will conduct automobile and general repair shop; will erect fireproof building and install general machine and repair shop equipment at cost of \$2500; S. P. Roof, president; H. D. Lybrand, vice-president; N. P. Shipp, secretary-treasurer; Frank W. Shealy, manager. (See "Machinery Wanted.")

Tenn., Bristol.—Foundry.—Enterprise Foundry and Machine Works will increase capital stock from \$30,000 to \$50,000 and enlarge plant.

GAS AND OIL DEVELOPMENTS

Ark., Fort Smith.—Southern Oil & Gas Co. incorporated with \$6000 capital stock by M. C. Burke (president), W. D. Young, W. A. Black and others.

Ky., Louisville.—Sandy Valley Oil Co. incorporated by William Carey, G. R. Burgess and James L. Carey.

Okla., Sapulpa.—Angalze Oil & Gas Co. incorporated with \$5000 capital stock by J. C. Cutchall, Fred Markham and W. A. Wise.

Okla., Tulsa.—Paulding Oil & Gas Co. incorporated with \$10,000 capital stock by R. W. Kellough, F. B. Dillard and R. R. Poe.

W. Va., Clarksburg.—Eagle District Gas Co. incorporated with \$25,000 capital stock by Boyd E. Horner, C. Cordial, Osman E. Swartz and others.

ICE AND COLD-STORAGE PLANTS

Ark., Green Forest.—Ben Harbert and others organized company to establish ice and cold-storage plant. (See "Electric-light and Power Plants.")

Ark., Judsonia.—T. H. Beals will erect building; lower floor for meat market, cold-storage and electric-light plant, and upper floor for public hall; 42x35 feet; two stories; brick; will open buildings proposals in July.

Ark., Little Rock.—B. Borden Commission Co. contemplates installation of small cold-storage plant. (See "Machinery Wanted.")

Ga., Nashville.—Nashville Ice & Manufacturing Co. incorporated with \$10,000 capital stock by Ben A. Deal, Jr., and William Algee, both of Valdosta, Ga.

Ky., Cloverport.—Cloverport Ice Co. organized with J. A. Barry, president and general manager; Dr. Simons, vice-president; H. A. Oelze, treasurer; Marion Weatherholt, secretary; will operate 10-ton ice plant; machinery installed.

Tex., Pearsall.—Pearsall Water, Light & Ice Co. (recently reported incorporated with \$50,000 capital stock by George F. Hinds and others) purchased and will install 15-ton ice plant, 100-foot tank tower and 60,000-gallon tank, etc.

Va., Norfolk.—Commonwealth Storage & Ice Co. incorporated with \$250,000 capital stock; R. B. Fentress, president; B. W. Leight, vice-president; A. E. Krise, secretary-treasurer; successor to Norfolk Cold Storage & Ice Co.; storage capacity, 400,000 cubic feet.

LAND DEVELOPMENTS

Ala., Birmingham.—Club Terrace Land Co. incorporated with \$300,000 capital stock; W. S. Mudd, president; George T. Brazelton, vice-president; W. H. Bason, secretary; Stephen Smith, treasurer.

Ala., Boyles, P. O. Birmingham.—Tarrant Land Co. organized with F. I. Tarrant president; George B. Tarrant secretary; will develop 600 acres near Boyles; divide into lots, grade streets, install sewerage and water systems, etc.

Ala., Ensley.—Corey-Highlands Land Co. incorporated with \$70,000 capital stock; Edward Warren, Jr., president; J. K. Warren, secretary-treasurer, both of Birmingham, Ala.; purchased 103 acres of land in Possum Valley near Ensley and will develop town.

Ala., Mobile.—Lyons Company incorporated with \$100,000 capital stock by Emily C. Lyons, Robert T. Ervin and Joseph M. McAleer.

Ark., Blytheville.—Barron-Lilly Land Development Co., J. W. Barron, president, recently reported incorporated with \$25,000

capital stock, will develop timber land; main office, Blytheville; branch offices in North-east Arkansas.

Ark., Little Rock.—North Arkansas Townsite Co. incorporated with \$50,000 capital stock by W. B. Smith (president), R. C. Wilkins and F. J. Schmitz.

Ark., Rector.—S. P. Weigart and associates of Blue Cave township are arranging to establish townsite and extend railroad to property.

D. C., Washington.—Connecticut Avenue Highlands Co., J. W. Steacy, president, York, Pa., has engaged W. F. Matheson, 613 Evans Bldg., New York Ave., Washington, to direct development of portion of Connecticut Highlands; residential section; improvements consist of grading, construction of granolithic sidewalks, sewer and waterworks; cost of improvements, \$160,000; D. J. Howell, engineer in charge, Washington; John H. Dohling, York, Pa., has contract for grading. (Recently noted.)

D. C., Washington.—Maryland Realty Syndicate incorporated with \$15,000 capital stock; has purchased 66 acres of land in Montgomery county, Maryland; will subdivide, grade streets, etc.; J. M. Woolford, president; H. E. Allison, vice-president; H. M. Taylor, secretary.

Fla., Anthony.—Anthony Farm Co. organized with \$200,000 capital stock; Arthur A. Partridge, president, St. Louis, Mo.; J. C. Howell, vice-president and general manager, Anthony; H. C. Bailey, secretary-treasurer, Jacksonville, Fla.; purchased about 5000 acres of land near Anthony and will develop for farming; main office, Ocala, Fla.

Fla., Taft.—Prosper Colony Manufacturing Co. organized with \$100,000 capital stock; Nicholas Dennis, president; Henry C. Hammond, secretary; will establish colony; install ice and electric-light plants; manufacture barrels, orange boxes, vegetable crates, sash, doors and blinds, sugar-cane and cassava products, brooms and denatured alcohol.

La., New Orleans.—Belle Chasse Land Co., Ltd., incorporated with \$200,000 capital stock; William Andrews Collins, president; E. N. Evans, vice-president; Charles S. Hardy, secretary-treasurer.

Mo., St. Louis.—John F. McDermott purchased, for syndicate, 200 acres of land for \$220,000; will divide into 3000 lots about 30x125 feet and develop for residence section.

N. C., Cameron.—John T. Patrick, Wadesboro, N. C., will organize land-development company.

N. C., Raleigh.—E. P. Wharton and associates of Greensboro, N. C., purchased 110 acres of land on Hillsboro Rd. for \$30,000; will develop as residential section.

Okla., Dougherty.—Dougherty Development Co. incorporated with \$10,000 capital stock by G. A. New, J. E. Stephens, both of Dougherty, and S. A. Newland of Anderson, Okla.

Okla., Foraker.—Foraker Building & Investment Co. incorporated with \$10,000 capital stock by J. R. Roberts, J. D. Dunn and F. M. Roberts.

Tenn., Buntyn.—Country Club Place Realty Co. (recently reported at Memphis, Tenn., incorporated with \$155,000 capital stock) organized with W. H. Reid, president; R. L. Jones, vice-president; Hugh A. Banks, secretary-treasurer, all of Memphis; purchased 153 acres of land for \$155,000 and will develop; survey and subdivide into two, three and five-acre tracts; install electric lights and gas and construct water plant; cost of contemplated improvements \$100,000.

Tenn., Nashville.—Edgar Jones Realty Co. incorporated with \$50,000 capital stock by Edgar Jones, Foster Jones, Hume Jones and others.

Tex., Austin.—Travis Heights Co. incorporated with \$30,000 capital stock by H. A. Wroe, Jefferson Johnson, T. H. Davis and others.

Tex., Hidalgo County.—F. H. Jackson, Houston, Tex., purchased 15,000 acres of land, which will be added to 24,000 acres now owned and developed for colonization.

Tex., Harlingen.—Lizmar Plantation Co. incorporated with \$15,000 capital stock by R. T. Martin, S. C. Tucker and L. R. Burress.

Tex., Donna.—Sugar Lands.—Alamo Land & Sugar Co. incorporated with \$4,000,000 capital stock by L. A. Smartt of Donna, Charles J. Winter of Washington, Ia.; A. F. Commer, Thomas S. Miller and James A. Tabor of Chicago; to develop sugar lands in Hidalgo county.

Tex., Ramsdell.—Ramsdell Development Co. incorporated with \$30,000 capital stock by Ed. R. Wallace, Mike Ditto and J. F. Yates.

Tex., Tyler.—Nursery.—East Texas Nursery Co. (recently reported incorporated with \$50,000 capital stock) will cultivate fruit and

ornamental trees; Ed W. Mims, president and manager; C. C. Crews, vice-president; H. W. Barnes, secretary; J. M. Mims, treasurer; building plans not decided.

Va., Big Stone Gap.—Nolchucky Land & Development Corporation incorporated with \$100,000 capital stock; R. S. Gore, president; M. P. Burke, vice-president, both of Johnson City, Tenn.

Va., Cape Charles.—Cape Charles Real Estate Corporation incorporated with \$25,000 capital stock; J. V. Moore, president; R. D. L. Fletcher, vice-president; F. T. Wilkins, secretary.

Va., Roanoke.—Ghent Heights Corporation incorporated with \$5000 capital stock; H. H. Markley, president; D. W. Persinger, secretary-treasurer.

Va., South Hill.—White Land Co. incorporated with \$5000 capital stock; C. H. White, president; Lizzie E. White, vice-president; J. H. White, secretary-treasurer.

W. Va., Clarksburg.—Hatland Improvement Co. incorporated with \$50,000 capital stock by John B. Hart, C. B. Alexander, H. T. Wilson and others.

LUMBER-MANUFACTURING PLANTS

Ala., Bay Minette.—Bacon-Underwood Veneer Co., Mobile, Ala., will establish veneer factory; John McMillan will be manager; will erect concrete-block building.

Ala., Talladega.—Jackson-Tinney Lumber Co. will erect addition to plant.

Ark., Cotton Plant.—Southwestern Veneer Co. incorporated with \$50,000 capital stock; S. M. Bush, president; J. L. Bates, vice-president; R. A. McClure, secretary-treasurer, all of Sinclairville, N. Y.

Ark., Glenwood.—A. V. Alexander of Glenwood Sawmill Co. purchased and will install sawmill.

Ark., Lewisville.—Mansfield Hardwood Co. increased capital stock from \$25,000 to \$100,000.

Ark., Texarkana.—R. L. Trigg Lumber Co. incorporated with \$10,000 capital stock by R. L. Trigg, Joes Fuqua and R. W. Johnston.

Ark., Texarkana.—Walker-Johns Timber Land & Lumber Co., 303 State National Bank Bldg., organized to develop timber lands; has mill at Wilton, Ark.; will install new mill at Ogden, Ark. (Recently incorrectly noted as "Walter-Jones" Company.)

Fla., Jacksonville.—T. V. Cashen Lumber Co. will construct saw and planing mill on Big Pottsburg Creek; daily capacity over 50,000 feet of lumber.

Fla., Tampa.—Hall Lumber Co., recently reported organized with \$300,000 capital stock, will succeed Tampa-Havana Lumber Co.; purchased saw and planing mills at Terrell, Fla.; also purchased other mills and 48,000 acres of timber land in South Florida; R. S. Hall, president; Chas. H. Brown, secretary-treasurer.

Ga., Atlanta.—Howard Lumber Co. incorporated with \$25,000 capital stock by E. W. Howard, M. N. Ham, James Evans and others.

La., Abbeville.—Baldwin (La.) Lumber Co. purchased timber lands and will establish plant for manufacturing crossties, etc.

Ga., Blue Ridge.—W. J. Chastain, L. G. Edwards and W. A. Davis purchased about 25,000 acres of timber lands and will develop.

La., New Orleans.—Pearlington Lumber Co. incorporated with \$100,000 capital stock by Joseph J. Favre, Isaac Toomer and O. Sanders Favre.

N. C., Leaksville.—Trogdon Lumber Co. incorporated with \$25,000 capital stock by W. B. Trogdon, W. L. Walker and D. T. King; will operate lumber mill; daily capacity, 10,000 feet pine lumber.

N. C., Monroe.—Lake Land & Lumber Co. incorporated with \$100,000 capital stock by J. R. English, S. O. Blair and others.

Tenn., Columbia.—Alford Bros. will establish sawmill; cost several thousand dollars.

Tenn., Cheatham.—Ayer & Lord, Chicago, Ill., purchased Dodge tract, containing 9127 acres of timber land, for \$32,102; will establish mills and cut.

Tenn., Dyersburg.—North Vernon Lumber Co., North Vernon, Ind., has purchased plant recently noted, and will erect additional band-saw mill; will manufacture rough lumber; 15,000 feet daily capacity; company will engineer construction; cost of plant \$15,000.

Tenn., Unaka Springs.—Unaka Springs Lumber Co., J. J. Hager, president, Bristol, Tenn., will develop timber lands near Unaka Springs; operations in charge of E. M. Hager.

Tex., Galveston.—Waples Lumber Co. organized with \$50,000 capital stock by C. I. Waples, Fort Worth, Tex.; will take over

D. M. Wilson Company and erect plant to replace present structures.

Tex., Hartburg.—Barber Lumber Co. (recently reported incorporated with \$10,000 capital stock) will continue established plant; R. S. Barber, president; A. C. Barber, vice-president and manager; T. T. Barber, secretary-treasurer. (See "Machinery Wanted.")

Tex., Houston.—W. T. Carter Lumber & Building Co. incorporated with \$250,000 capital stock by W. T. Carter, Thomas H. Ball and others; will continue established business.

Va., Charlotte and Campbell Counties.—Ward Lumber Co., Lynchburg, Va., purchased 1000 acres of timber land for \$20,000.

Va., Covington.—Chesapeake Lumber Co., Charleston, W. Va., purchased timber rights on more than 1000 acres of land, will install sawmills and develop; contemplates construction of tramroad.

W. Va., Bluefield.—American Lumber Co. incorporated with \$100,000 capital stock by J. Lee Harne, H. C. Donaldson, A. D. Hammann and others.

W. Va., Charleston.—A. C. Tuxbury Land & Timber Co. incorporated with \$300,000 capital stock; A. C. Tuxbury, president; F. G. Davies, vice-president; J. J. Fleetwood, secretary; Charles Hill, treasurer.

W. Va., St. Albans.—Sattes-Weimer Lumber Co. incorporated with \$35,000 capital stock by C. A. Zerkle, James Weimer, George Weimer and others.

METAL-WORKING PLANTS

La., New Orleans.—Metal Turpentine Cups. Operators' Turpentine Cup Co., North Scott and St. Louis Sts., incorporated with \$10,000 capital stock by Edwin W. Rodd, Leak P. Landis, Harold M. Henshaw and Clement P. Wilkinson.

Tex., Plainview.—Wire Fence.—Hale County Wire Fence Co. incorporated with \$14,000 capital stock by W. F. Brooks, J. H. Leach and J. N. Jordan.

Va., Staunton.—Metal Shingles.—R. N. McCrory, Greenville, S. C., will establish plant for manufacturing metal shingles; leased Gibson Bldg., on Middlebrook Ave.

MINING

Ala., Bessemer.—Iron.—Sloss-Sheffield Steel & Iron Co., Birmingham, Ala., will install electric system at Bessemer mines for lighting, hauling, pumping, etc.

Ala., Birmingham.—Iron.—Alabama Fuel & Iron Co., Overton Fulton, secretary, proposes to increase capital stock from \$2,500,000 to \$3,500,000 and to purchase Russellville (Ala.) Iron Ore & Metal Co.

Ala., Russellville.—Iron.—Russellville Iron Ore & Metal Co. increased capital stock from \$110,000 to \$270,000.

Ala., Mulga.—Iron and Coal.—Birmingham Coal & Iron Co. will install new machinery and replace plant recently damaged by explosion; estimated loss, \$100,000; James Benymann, general manager, Birmingham, Ala.

Ark., Dodd City.—Lead and Zinc.—Pilot Rock Lead & Zinc Co., D. H. Dodd, superintendent, will establish concentrating plant recently noted (under Harrison, Ark.), will develop several hundred acres; daily capacity, 2 to 10 tons; date of opening machinery bids not set.

Ga., Elberton.—Mica.—Dozier Mining Co. (recently noted to contemplate development of Chapman mica mine) will develop 100 acres; officers not yet elected; L. A. Dozier, manager. (See "Machinery Wanted.")

La., New Orleans.—Sand and Gravel.—Feliciana Sand & Gravel Co. incorporated with \$50,000 capital stock; J. H. Wiley, president; Joseph A. Wisong, secretary.

Miss., Hattiesburg.—Gravel.—Leaf River Gravel Co. incorporated with \$50,000 capital stock by E. J. Mitchell, T. W. Longre, S. E. Longre and others.

Mo., Joplin.—Lead and Zinc.—Omaha-Petersburg Mining Co. contemplates, it is reported, construction of concentrating plant.

Mo., Joplin.—Lead and Zinc.—Wiser Mining & Development Co. incorporated with \$50,000 capital stock by Frank W. Wiser, A. B. Wiser, W. H. Frickeleton and others.

Mo., St. Louis.—Lead and Zinc.—Jesse French Mining Co. incorporated with \$50,000 capital stock by Jesse French, Pinckney French and J. A. Webb.

Mo., Webb City.—Lead and Zinc.—Little Mining Co. incorporated with \$100,000 capital stock by T. Frank Lennan, Temple Chapman, George W. Ball and others.

Mo., Webb City.—Lead and Zinc.—Flourney Mining Co. incorporated with \$4000 capital

stock by George Flourney, George W. Moore, G. A. Livermore and others.

Tenn., Bristol.—Lead.—Fred Dulaney is interested in development of lead deposits.

Tenn., Ducktown.—Copper.—Axley Copper Co. will be reorganized by W. W. Axley of Chattanooga, Tenn.; new title will be Georgia-Carolina Copper Co., with capital stock of \$3,000,000.

Tenn., Johnson City.—Sand.—Wautauga Sand Co., J. H. Smathing, president, will develop about 100 acres of white sand deposits.

MISCELLANEOUS CONSTRUCTION WORK

Ala., Mobile.—Coaling Station, Docks, etc.—Dauphin Island Railway & Harbor Co. incorporated to dredge 30-foot channel from Mobile Bay to Dauphin Bay and build docks, wharves and other coaling facilities on Dauphin Island at Mouth of Mobile Bay, construct railway to Mobile, etc.; president, Geo. T. Bishop, Cleveland, O.; vice-president, F. F. Graves, Chicago; secretary, J. M. Dewberry, Birmingham; latter telegraphs Manufacturers' Record that expenditure of \$900,000 is contemplated; company's principal office at Birmingham.

Ala., Mobile.—New Orleans, Mobile & Chicago Railroad, W. F. Owen, general manager, contemplates improvement of terminals on Choctaw Point, including additional piers, warehouses and trackage, at cost of \$200,000. (See "Railway Shops, Terminals, etc.")

La., New Orleans.—Steel Sheds.—Port Commissioners, Hugh McCloskey, president, Hilbernia Bank & Trust Bldg., invite bids until May 20 for erection of steel sheds; plans and specifications by J. F. Coleman & Co., engineers, New Orleans; board has contracted for extension of Valence St. lumber wharf, 800x100 feet. (See "Machinery Wanted.")

La., New Orleans.—Steel Sheds.—Port Commissioners adopted resolution instructing T. M. McChesney, assistant secretary, to invite bids for construction of steel sheds between Jackson and Louisiana Ave., covering about 3500 feet, as follows: Harmony St. shed, 1300x100 feet; 6th St. shed, 600x188 feet; Soraparu St. shed, 1000x144 feet; 3d St. shed, 600x188 feet; board has also contracted for extension of Valence St. lumber wharf 800x100 feet; J. F. Coleman, engineer, of New Orleans, has prepared and submitted blueprints.

Tenn., Memphis.—Revetment.—Mississippi River Commission will construct revetment bank at Hopefield Bend; estimated cost, \$50,000.

Va., Roanoke.—Tunnel.—Norfolk & Western Railroad awarded contract to Vaughan Construction Co. of Roanoke to construct underground crossing under tracks at Lynchburg Ave. N. E.; cost about \$35,000. (Recently mentioned.)

MISCELLANEOUS ENTERPRISES

Fla., Jacksonville.—Laundry.—Eagle Laundry Co. will erect plant; three stories; brick; 70x82 feet; buff-colored brick; 34 windows on each floor; six skylights; first floor will be concrete and contain four compartment washers, each weighing 10,000 pounds; two flat-work ironers and two extractors; second floor equipped with two press machines for ironing all except flat work.

Fla., Jacksonville.—Steam Laundry.—New York Steam Laundry will erect plant; reinforced concrete; 96x105 feet; two stories and basement; pressed-brick exterior; fireproof; will install four flatirons with daily capacity of 100,000 pieces of linen; private artesian well; will install apparatus (to cost \$5000) for extracting lime, sulphur and other ingredients from water; also electric plant to operate machinery.

Fla., Jacksonville.—Laundry.—E. S. Palm Laundry Co., 23-25 East Adams St., will erect additional story; purchased and will install additional machinery.

Fla., Jacksonville.—Garage.—John L. Doggett will erect garage; two stories; foundation to carry five stories; reinforced concrete.

Ga., Atlanta.—Cattle Raising.—Georgia Cattle Co. organized with \$100,000 capital stock; Leon P. Sawtell, general manager; purchased 1000 acres of land and has option on 2000 additional acres; will breed cattle, mules, hogs, sheep, goats and poultry; cultivate grain, hay and grasses for feeding, and use cottonseed meal. (Recently mentioned.)

Ga., Cordele.—Garage.—I. M. Powell will erect garage; brick; 62x112 feet; two stories; concrete and cement floors; cost \$10,000; plans and construction by Little & Phillips, Cordele; machinery contract placed.

Ga., Milledgeville.—Laundry.—Enterprise Steam Laundry, John M. Edenfield, proprietor, will

open bids June 1 for erection of steam laundry recently noted; frame; metal roof; cost of building and machinery, \$3000.

Ga., Montezuma.—Stone Shop.—Garntlee Stone Co. will erect shop.

Ga., Savannah.—Dyeing and Cleaning.—Tocque Dye Works incorporated with \$25,000 capital stock by Edwin R. Tocque of Savannah and B. Faulconer of Brooklyn, N. Y.

Ky., Georgetown.—Redrying Plant.—Burley Tobacco Society purchased property of Blue Grass Cordage Co. and will establish redrying plant.

Ky., Lexington.—Garage.—Phoenix Motor Car Co. will erect garage and machine shop; is having plans prepared by Coombs Lumber Co., Lexington; 22½x120 feet; concrete floors; fireproof construction; plate-glass front; concrete and brick foundation; superstructure pressed brick.

Ky., Louisville.—Engineering.—Advance Engineering Co. incorporated with \$10,000 capital stock by Horace R. Pierce, C. A. McQuay and B. N. McGraw.

La., New Orleans.—Coal, Wood and Feed.—Crescent Wood & Coal Co., 228 Hennen Bldg., incorporated with \$10,000 capital stock by Howell Carter, Jr., F. H. Lambert and D. T. Marone.

La., New Orleans.—Poultry Farm.—Mohawk Poultry Farm, 205 Barrone St., incorporated with \$5000 capital stock by Henry F. Grahame, J. G. Campbell, W. Percy Nurse and others.

Md., Baltimore.—Laundry.—Thomas C. McInnes, 410 Ensor St., has plans by Henry Rippel, Jr., 1-7 Clay St., Baltimore, for laundry at 410-416 Ensor St.; structure 21x70 feet; semi-fireproof; cost \$4000; contract awarded to Rippel & Fisher, 800 North Duncan St., Baltimore; machinery contracted.

Md., Baltimore.—Garage.—German Land Improvement Co., 202-205 Law Bldg., has plans by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for garage in rear of 2306 Linden Ave.; one story; concrete; slag roof; steam heat; awarded contract to H. M. Renhardt, Baltimore.

Md., Baltimore.—Amusements.—American Aero Exhibition Co. (chartered recently) plans organization with \$200,000 capital stock; contemplates building mile race track, clubhouse, hotel, repair shop for aeroplanes, etc.; incorporators, Chas. N. Joyce, 363 Calvert Bldg.; Frederick L. Fox of Washington, D. C.; Robt. E. Routh of New York and others.

Md., Frederick.—Publishing.—Post Publishing Co. organized with \$25,000 capital stock by James H. Gambrill, Jr., Charles Wertheimer, C. Thomas Kemp and others; will publish daily newspaper.

Miss., Como.—Cotton.—Como Cotton Co. incorporated with \$10,000 capital stock by J. B. Wardlaw, E. G. Taylor and others.

Mo., Louisiana.—Automobiles.—Louisiana Automobile Co. incorporated with \$10,000 capital stock by C. R. St. John, A. F. Orthwein and John A. Pearsons.

Mo., St. Louis.—Laundry.—Vall Place Laundry Co. incorporated with \$60,000 capital stock by Emil W. Zinsner, Otto E. Goebel and William O. Heisel.

N. C., Apex.—Hardware.—Watkins-Seymour Company incorporated with \$15,000 capital stock by Samuel Watkins, Samuel Watkins, Jr., A. T. Seymour and A. C. Zollicoffer, all of Henderson, N. C.

Okla., Oklahoma City.—Printing.—Warden-Enbright Printing Co. changed name to Warden Printing Co. and increased capital stock from \$15,000 to \$25,000.

Okla., Oklahoma City.—Contracting.—Fredrickson-Constant Building Co. incorporated with \$75,000 capital stock by J. L. Constant, George Frederickson and J. G. Jenkins.

Okla., Tulsa.—Garage.—Holman-Snyder Motor Car Sales Co. will erect garage; 70x75 feet; brick.

Okla., Walters.—Industrial.—Walters Industrial Co. incorporated with \$100,000 capital stock by J. E. McQueen, S. D. Wolfe and H. F. Grossman.

S. C., Greenville.—Builders' Supplies.—Southern Builders' Supply Co. incorporated by F. H. Edwards, J. P. Callahan and J. A. Moran.

S. C., Sumter.—Automobile Supplies.—Sumter Automobile Supply Co. incorporated with \$3000 capital stock; E. W. Moise, president and treasurer; T. C. Reed, secretary.

S. C., Spartanburg.—Publishing.—Journal Publishing Co. incorporated with \$50,000 capital stock by Charles H. Henry, Horace L. Bomar, Arch B. Calvert and others; acquires Spartanburg Journal.

Tenn., Memphis.—Amusement.—Innovation Amusement Co. incorporated with \$5000 capital stock by Henry L. Breinig, John H. Moriarty, W. H. Carroll, Jr., and others.

Tex., Amarillo—Garage.—C. L. Green will erect garage; one story; brick.

Tex., Merkel—Hardware.—Anchor Hardware Co. incorporated with \$15,000 capital stock by H. L. Propst, R. L. Bland and A. C. Rose.

Tex., Quanah—Garage.—F. D. Hendrix will erect garage and office building.

Va., Norfolk—Advertising.—O'Keefe Sign Co. incorporated with \$500 capital stock; W. L. O'Keefe, president; J. J. O'Keefe, vice-president; J. G. Thornbury, secretary-treasurer.

Va., Richmond—Motor Cars.—Capitol Motor Co. incorporated with \$15,000 capital stock; S. B. Brady, president; A. C. Harman, vice-president; James A. Donati, secretary-treasurer.

Va., Norfolk—Automobiles.—Seaboard Auto & Storage Co. incorporated with \$20,000 capital stock; R. L. Reams, president; C. R. Orrell, vice-president; E. G. Orrell, secretary-treasurer.

Va., Richmond—Laundry.—Capital City Laundry incorporated with \$10,000 capital stock; G. W. Smith, president; W. E. Williams, vice-president; C. W. Francis, secretary-treasurer.

W. Va., Belfonte—Transportation.—Belfonte Transportation Co. incorporated with \$5,000 capital stock by J. Coleman Alderson, Ben D. Keller, J. H. Miller and others.

W. Va., Follansbee—Lumber, Plaster, etc.—Johnson-Carter Co. incorporated with \$10,000 capital stock by Frank L. Johnson, Beulah J. Johnson, W. L. Carter and others.

W. Va., Martinsburg—Stone Crusher.—National Limestone Co., R. L. Ahles, vice-president, Williamsport, Pa., will establish plant for crushing limestone.

W. Va., Morgantown—Real Estate, Coal Lands, etc.—West Virginia Tri-Products Co. incorporated with \$500,000 capital stock by Richard S. Tobin, New York; John T. McGraw, Grafton, W. Va.; Howard L. Swisher and others of Morgantown; Mr. Swisher to be president; will deal in timber, coal, oil and gas properties, handle undeveloped and operating properties, royalties, production and various investment lines.

W. Va., Parkersburg—Electrical Supplies.—Electrical Supply Co. incorporated with \$5000 capital stock by T. A. Bennington, N. C. Burwell, E. P. Chancellor and others.

MISCELLANEOUS MANUFACTURING PLANTS

Ala., Anniston—Parcel Elevators.—Company is being organized with \$200,000 capital stock by S. L. Crook, T. E. Kilby, M. B. Wellborn and others to manufacture patented parcel elevator invented by J. R. Jones of Rome, Ga.

Ala., Birmingham—Medicine.—National Remedies Co. incorporated with \$7000 capital stock; J. B. Oates, president; George M. Webb, secretary-treasurer.

Ala., Birmingham—Automatic Street Car Switch.—American Automatic Railway Switch Co., 1242 Brown-Marx Bldg., incorporated with \$500,000 capital stock; G. A. Neal, president; J. T. Yeatman, vice-president; E. O. Hood, secretary-treasurer; awarded contract to E. L. Penruddocke, Birmingham, for erection of proposed plant for manufacturing patented automatic switch (invented by Matthew S. Farmer) for throwing street car switches by means of lever operated by motorman's foot; cost of plant and equipment, \$30,000.

Ark., Marianna—Drugs.—Luers-Govan Drug Co., E. P. Govan, president, awarded contract to Stafford & Reed, Marianna, for erection of two-story building, 22x70 feet; cost \$5900.

Ark., Nashville—Mattresses.—W. E. Cannon is organizing company to establish mattress factory.

Ark., Newport—Buttons.—Harvey Chalmers & Sons, Amsterdam, N. Y., will establish button factory.

Ala., Sheffield—Buttons.—H. F. Boyer and W. F. Throckmorton are promoting establishment of button factory.

Ark., Fort Smith—Furniture, etc.—Fort Smith Couch & Bedding Co. will erect \$10,000 building; construction by day's work, superintended by P. Miller; Ed Ballman, president; Emil Ballman, secretary, treasurer and manager. (Company incorrectly named in recent notice under "Woodworking Plants." See "Machinery Wanted.")

D. C., Washington—Toilet Preparations.—Bostwick Company, 607 15th St., incorporated with \$50,000 capital stock; E. B. Belding, president; W. T. Belding, treasurer and manager; V. B. Belding, secretary; manufacturing chemists, exclusive toilet preparations; occupy two floors of building; second floor,

offices and filling-rooms; laboratory and stockrooms, third floor.

Fla., Jacksonville—Railway Nut Lock.—Company organized with \$100,000 capital stock; Oliver P. Burroughs, president; John Ball, vice-president; J. H. Burroughs, secretary; will manufacture patented railway nut lock invented by O. B. Burroughs.

Fla., Jacksonville—Medicine.—Sloat Bros. Company, recently reported incorporated with \$100,000 capital stock, will manufacture bitters; G. M. Sloat, president; Frank Sloat, vice-president; W. G. Simpson, secretary-treasurer. (Noted under "Miscellaneous Enterprises.")

Fla., Tampa—Artificial Stone.—Bert Martindale, Seabreeze, Fla., contemplates establishment of plant for manufacturing artificial stone from cement and pearl grit; will erect bungalow for demonstration.

Ga., Atlanta—Manufacturing.—James R. Smith will erect manufacturing plant.

Ga., Savannah—Overalls.—M. & S. Alexander purchased trousers and overall factory at 535 Jones St.; will erect building and increase capacity from 50 to 100 machines; also contemplates establishment of branch factory at Baltimore, Md.

Ky., Louisville—Paper.—Paper Makers' Co. incorporated with \$5000 capital stock by A. C. Schuff, Neville Bullitt and W. E. Goepfer.

Ky., Louisville—Bakery.—Harry B. Shea will erect bakery; cost \$7000.

Ky., Louisville—Plastic Stone.—United States Kellastone Co., Terre Haute, Ind., will establish plant for manufacturing plastic stone invented by E. E. Kallie of Terre Haute; A. J. Worsham will be in charge of plant.

La., Bogalusa—Bottling.—Bogalusa Coca-Cola Bottling Co. incorporated with \$6000 capital stock; A. J. Crowe, president; J. L. Mills, vice-president; T. H. Mills, secretary-treasurer.

La., New Orleans—Ice Cream.—Fuerst & Kramer Company, Ltd., will establish plant to manufacture ice-cream, candy, bonbons, cakes, etc.; plans are being prepared by Kenn & Weis, 718 Illinois Bldg., New Orleans, for 60x150-foot building; mill construction; will install refrigerating plant, steam boilers and tables, candy boilers, range, elevators, electric motor, etc. Address architects.

La., New Orleans—Oil Refinery.—Indian Refining Co. of Cincinnati, O., purchased Record Oil Refining Co. and plant; will continue under latter title; cease operating refinery at Chalmette and use that location for shipping, making plant now used for refining serve for export storage; will build 300-foot wharf at Chalmette to facilitate loading tank steamers; reported as to expend several hundred thousand dollars for improvements; Indian company operates various oil properties; has refineries in Kentucky and other States, distributing plants in various cities, etc.; will ship (through New Orleans) gasoline, naphtha, kerosene, machinery oils, greases, etc.; local manager, Donald Slingluff.

Md., Baltimore—Drugs, etc.—Celery Rye Co. incorporated with \$100,000 capital stock by James F. O'Toole, 1321 North Calvert St.; Victor E. Sharron and Frederick Becker.

Md., Baltimore—Overalls, etc.—M. & S. Alexander, Savannah, Ga., contemplates establishment of branch overall factory. (See Ga., Savannah.)

Md., Baltimore—Paper.—Paper Mills Co., 606-608 East Lombard St., awarded contract to R. B. Mason, Vansant Bldg., 210 East Lexington St., Baltimore, for erection of factory building at Stockholm and Wicomico Sts.; two stories; 130x160 feet; slag roof; steam heat; electric lighting; electric elevator; cost \$65,000; plans by Jacob F. Gerwig, 210 East Lexington St., Baltimore.

Md., Hagerstown—Condensed Milk.—Dry Milk Co., New York, is negotiating with Harvey O. Spickler, Hagerstown, for establishment of condensed-milk plant, to use milk and cream of 4000 cows; Mr. Spickler will erect buildings, including refrigeration plant, and be manager of plant.

Md., Baltimore—Artificial Flowers.—Snellenberg Company, 101-103 Hanover St., is having plans prepared by McLaughlin Bros., 100 East Lexington St., Baltimore, for artificial flower plant at Alsquith and Oliver Sts.; mill construction; 50x176 feet.

Md., Chesapeake City—Baskets.—Chesapeake City Basket Co. will rebuild basket plant reported burned; loss \$10,000.

Miss., Gulfport—Ice Cream.—John Ladas, New Orleans, La., will establish ice-cream plant at 1616 Twenty-fifth Ave.

Mo., Kansas City—Washers.—Adams Wash Co. incorporated with \$30,000 capital stock

by M. O. Adams, Mrs. Adams and F. R. Travers.

Mo., St. Louis—Blade Sharpener.—Twinplex Manufacturing Co., 304 Frisco Bldg. (recently reported incorporated with \$50,000 capital stock), contemplates manufacture of safety-razor blade sharpener; also other patented articles; sales agent only at present; Thomas M. Ambler, president and general manager; H. S. Gardner, vice-president; Willis H. Ambler, secretary-treasurer.

Mo., St. Louis—Buttons.—St. Louis Button Co. incorporated with \$50,000 capital stock by William C. Ayer, J. Ayer and Albert J. Farnsworth.

Mo., St. Louis—Paints, etc.—Durlacque Manufacturing Co., 2323 Olive St. (recently reported incorporated with \$7500 capital stock) will operate paint and varnish plant; Alfred R. Picker, president and manager; Fred C. Picker, vice-president; Erick Picker, secretary-treasurer. (See "Machinery Wanted.")

Mo., St. Louis—Hats.—Stern & Berns Hat Co. incorporated with \$100,000 capital stock by Arthur Jacobson, Max Stern, Adolph Berns and others.

Mo., St. Louis—Bakery.—Shertz Lunch & Bakery Co. incorporated with \$3000 capital stock by John E. Schertz, Joseph L. Schertz and Joseph E. Fisher.

Mo., Valley Park—Fireless Heater.—Wilson Fireless Heater Co. incorporated with \$50,000 capital stock by James Wilson, Stephen H. Long and James B. Wilson.

N. C., Rocky Mount—Bottling.—Coca-Cola Bottling Co. incorporated with \$5000 capital stock by C. S. Hutaff, Jessie C. Hutaff and Tabitha Hutaff.

N. C., Wadesboro—Suits, etc.—Anson Suit & Skirt Co. will increase capacity of plant.

N. C., Wadesboro—Creamery.—G. W. Huntley and B. G. Covington are interested in establishment of creamery.

Okla., Oklahoma City—Bakery.—Loose-Wiles Biscuit Co. incorporated with \$5000 capital stock by J. S. Loose of Kansas City and Edward H. Cooke of Oklahoma City.

Tenn., Memphis—Incinerators.—McCall Incinerator Co. incorporated with \$50,000 capital stock by James H. McCall, Huntingdon, Tenn.; Frank S. Elgin, S. B. Anderson, B. B. Henning and others; will establish plant for manufacturing incinerators invented by Dr. McCall; is subsidiary to McCall Incinerator Co. of America. (Previously reported incorporated under Nashville, Tenn.; will establish branch plants at Little Rock, Ark.; Jackson, Miss., and Montgomery, Ala.)

Tenn., Memphis—Medicine.—James Home Remedy Co. incorporated with \$5000 capital stock by E. F. Greer, A. E. Johnson, F. C. Muller and others.

Tex., Dallas—Samuel Bingham's Son Manufacturing Co. incorporated with \$8000 capital stock by Millard F. Bingham, S. R. Carl, G. Bingham and others.

Tex., Fort Worth—Automobiles.—H. E. Crowley is organizing company with \$100,000 capital stock to establish automobile factory.

Tex., Ennis—Overalls, etc.—Company organized with \$10,000 capital stock by Earl Fain, C. L. McCulloch, Ike Jolesch and others; acquired glove, overall and mattress factory of Perry McCulloch Company; will enlarge plant.

Tex., Houston—Bakery.—National Biscuit Co., New York, awarded contract to American Construction Co., Houston, for erection of plant; five stories; Texas brick; terra-cotta trimmings; capacity four times that of present plant; ovens with capacity of 300 barrels of flour daily; private electric plant; refrigerator and sprinkler systems; reported cost, \$250,000. (Contract recently reported awarded to James Stewart & Co.)

Tex., Mt. Pleasant—Peanuts.—J. W. Greer, proprietor of Greer Candy Factory, will establish peanut factory.

Tex., Port Arthur—Paper.—John W. Gates has perfected plans, dispatches state, for erection of proposed paper mill to manufacture paper from rice straw; rumors say \$1,000,000 to \$2,000,000 will be invested.

Tex., Snyder—Brooms.—D. P. Strayhorn and S. T. Elza are planning to enlarge broom factory.

Tex., Texas City—Refinery.—Texas City Refining Co. increased capital stock from \$214,700 to \$239,700.

Va., Lynchburg—Chemicals.—Nabuso Chemical Co. incorporated with \$25,000 capital stock; C. E. Busy, president; F. A. Lee, vice-president; R. P. Bopes, secretary-treasurer.

Va., Roanoke—Cigars.—Barkadale Cigar Corporation incorporated with \$5000 capital stock; J. P. Woods, president; A. K. Eakle, vice-president; Peter Barkadale, secretary-treasurer.

Va., Rosslyn—Chemicals.—Oxygen Treatment & Supply Corporation incorporated with \$5000 capital stock; J. E. Doran, president; M. M. Doran, treasurer, both of Culpeper, Va.; G. P. Hart, secretary, 1342 Riggs St. N. W., Washington, D. C.

Va., Fredericksburg—Bakery.—Brannan Baking Co. (recently noted organized by W. L. Brannan to establish steam bakery) awarded contract to F. P. Stearns, Fredericksburg, for erection of 125x25-foot building; ordinary construction; cost \$8000; will install bakers' machinery and ovens.

Va., Petersburg—Gas Plant.—Petersburg Gas Co. will improve plant and lay several miles of new mains.

W. Va., Franklin—Tannery.—Union Leather Co., New York, will establish tannery.

W. Va., Montgomery—Fayette Bottling & Ice Co. incorporated with \$45,000 capital stock by T. J. Davis, Ben Shore, B. H. Early and others.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Ala., Mobile.—New Orleans, Mobile & Chicago Railroad, W. F. Owen, general manager, contemplates construction of freight and passenger terminals, with all necessary buildings, at cost of about \$250,000, and improvements of its terminals on Choctaw Point, including additional piers, warehouses and truckage, at cost of \$200,000.

Ark., Fort Smith.—St. Louis, Iron Mountain & Southern Railway, M. L. Byers, chief engineer, St. Louis, Mo., contemplates erection of roundhouse.

Ky., Louisville.—Baltimore & Ohio Southwestern Railroad, C. F. Bent, general manager, Cincinnati, O., contemplates improvement of terminal facilities at cost of \$200,000.

Okla., Wynoka.—Gulf, Colorado & Santa Fe Railway, F. Merritt, chief engineer, Galveston, Tex., will, it is reported, erect car shops and 10 additional stalls to roundhouse.

Tex., Dallas.—Dallas Terminal Railway & Union Depot Co., W. C. Connor, president, contemplates constructing yard facilities and roundhouse in South Dallas.

ROAD AND STREET IMPROVEMENTS

Ala., Birmingham.—City contemplates following street improvements: Paving with asphalt binder macadam Crescent Ave., Lincoln St. and 29th St.; 16th Al., south; balance of 19th Al. with vitrified brick; Huntsville Ave. with asphalt binder macadam; Thirteenth Ave., south, with bitulithic; J. R. Copeland, chairman street committee.

Ala., Birmingham.—City awarded contract to Southern Bitulithic Co., Nashville, Tenn., to pave streets in Second and Third wards, amounting to about \$85,000.

Ala., Birmingham.—Board of Revenue of Jefferson county will open bids April 29 for slagging and cherting four miles of Wylam and Elbo road; J. W. Gwin, County Engineer, 103 Courthouse. (See "Machinery Wanted.")

Ala., Greenville.—Butler County Commissioners are considering issuance of bonds for road construction.

Ala., Montgomery.—City contemplates paving sidewalks on Semmes and South Court Sts. with Schilling or hexagon tile, together with necessary granite curbing, grading, sanitary sewers and brick walls in connection; also paving North Perry and Coosa Sts. with brick, asphalt, bitulithic, Biome granitoid block, mineral rubber or wood block; Gaston Gunter, Mayor.

Fla., Palatka.—Putnam county will construct hard-surfaced road from bridge across St. John's River at Palatka to St. John's county line, and from point on this road to San Mateo, Fla., 10 miles; bids to be opened May 7; S. Worden, secretary trustees for Putnam county board, 722 Water St. (See "Machinery Wanted.")

Fla., Pensacola.—City Council is considering ordinance providing for awarding of contract to Southern Paving & Construction Co., Chattanooga, Tenn., for paving two blocks with brick, and to United States Wood Preserving Co., 26 Broadway, New York, for paving three blocks with creosote blocks.

Fla., St. Augustine.—City Council passed ordinance providing for paving of South George St. with shell and considered paving of Cathedral Pl. extension with brick. Address The Mayor.

Ga., Atlanta.—City will open, grade and pave Milledge Ave. from Hill to Connally Sts.; R. M. Clayton, City Engineer.

Ga., Macon.—Bibb County Commissioners decided to issue about \$500,000 of bonds for

improvements of roads and bridges, erection of courthouse and school.

Ga., Macon.—City awarded contract to Linsley & Co., Chattanooga, Tenn., for wood-block paving; C. C. Anderson, City Engineer. (Recently mentioned.)

Ky., Louisville.—Board of Public Works will open bids in May for laying about \$12,000 worth of vitrified paving in various alleys.

La., Houma.—City awarded contract to C. F. Garner of Houma to lay concrete sidewalks.

La., Monroe.—Ouachita county voted tax for improvement of roads. Address County Commissioners.

Md., Baltimore.—City will grade, curb and pave Canton St. with vitrified blocks; Hollins St., Philadelphia Rd. and Fayette St. with sheet asphalt, asphalt blocks, bitulithic or vitrified paving blocks; bids to be opened May 4; B. T. Fendall, City Engineer. (See "Machinery Wanted.")

Md., Baltimore.—Bids will be opened May 3 for grading, paving and curbing certain streets in "Cloverdale." Address trustees of estate of Chauncey Brooks (Harry Fahnestock and others), 24 Commerce St. (See "Machinery Wanted.")

Md., Cumberland.—Allegany county will grade and macadamize one mile of Corriganville Rd., Section No. 1; bids to be opened May 4; Clinton Uhl, chairman Road Directors of Allegany County, Mount Savage, Md. (See "Machinery Wanted.")

Md., Denton.—Caroline County Commissioners are considering construction of road from Denton into Tuckahoe Neck and to Willow Pond, distance of about two miles; work will include construction of bridge over Choptank River at Denton.

Md., Oakland.—State Roads Commission, Union Trust Bldg., Baltimore, Md., awarded contract to Hoblitzell & Price, Meyersdale, Pa., to extend work on Hoopole road, in Garrett county, from present terminal of work on that road to McHenry, distance of seven miles; contract price about \$80,000.

Md., Sharptown.—Caroline Construction Co., Preston, Md., has contract to construct State road from Sharptown to Riverton.

Miss., Houston.—City contemplates opening bids in about 60 days for construction of 3280 feet of cement sidewalk five feet wide and 10,500 feet of sidewalk four feet wide; J. M. Reid, Houston, will probably be engineer in charge; J. E. Harrington, Mayor.

Miss., Indianola.—Indianola Dirt Road Construction Co., incorporated with \$10,000 capital stock to contract for construction of 100 miles of road.

Miss., Mahan.—City awarded contract to Columbus Gravel & Concrete Co., Columbus, Miss., for 4800 square feet of paving recently noted; Geo. W. Cooke, Mayor.

Miss., Meridian.—Southern Bitulithic Co., Nashville, Tenn., contractor for bitulithic street paving, is preparing to begin work; first paving is to be laid on 7th St. and Twenty-third Ave.; five-inch concrete foundation and two-inch surface of bitulithic.

Miss., Meridian.—Southern Bitulithic Co., Nashville, Tenn., will pave with bitulithic street in Highland Park from entrance at Thirty-seventh Ave. and 16th St. to bridge across creek in center of park, distance of from 300 to 400 yards; will also cover all gravel sidewalks now inside of park with bitulithic; I. Marks, president of Park Commission.

Miss., Vicksburg.—City awarded contract at \$82,291.50 to Southern Paving & Construction Co., Chattanooga, Tenn., to pave 36 blocks on Cherry St. with asphalt. (Recently mentioned.)

Okla., Enid.—City awarded contract to Warner-Quinlan Asphalt Co., Syracuse, N. Y., for street paving.

Okla., Oklahoma City.—City Council is considering paving of eight miles of streets in residence district, to cost about \$400,000; streets include Linwood Blvd., to cost \$260,000; 28th, 29th and 31st Sts., etc.; W. C. Burke, City Engineer.

Okla., Oklahoma City.—City will grade and otherwise improve center driveway of Grand Blvd.; bids to be opened May 2; Paul M. Pope, secretary Park Commissioners. (See "Machinery Wanted.")

Tenn., Chattanooga.—City Council passed ordinance providing for issuance of \$100,000 of bonds for street paving in Highland Park. Address The Mayor.

Tenn., Hickman.—Fulton county will construct gravel roads. Address County Commissioners.

Tenn., Knoxville.—City will pave Tennessee, Minnesota and New York Aves.; Galbraith, Johnson, Bragg and other streets; bids to be opened May 2; C. O. Gentry, chair-

man street committee. (See "Machinery Wanted.")

Tex., Alice.—City voted issuance of \$5000 of bonds for street improvements. Address the Mayor. (Recently mentioned.)

Tex., Batesville.—Zavalla county voted \$20,000 bond issue for construction of road and bridges. Address County Commissioners.

Tex., Galveston.—City Commissioners opened bids April 23 for constructing 34,082 linear feet of combination concrete curbs and gutters in area included in seawall improvement fill; also for 1024 square yards vitrified brick pavement on Avenue B, between 8th St. and county boulevard; V. E. Austin, commissioner of streets and public property; A. T. Dickey, City Engineer.

Tex., Houston.—Harris County Commissioners awarded following contracts for construction of 32½ miles of roads to be provided for out of \$500,000 bond issue: Suderman-Dolson Co., at \$61,452, for construction of Western Air Line Rd., 18 miles; W. D. Haden, at \$10,725, La Porte and Seabrook Rd., 2½ miles; W. S. Hipps, at \$32,960, Main-Street Rd., 8 miles; L. R. Davis, at \$18,720, Westheimer Rd., 4 miles; bids rejected for improvement of Lynchburg and Crosby Rd.; contractors all of Houston; John B. Ashe, County Auditor. (Recently mentioned.)

Tex., Houston.—W. S. Hipp of Houston is lowest bidder at \$59,540 for paving Western Air Line road, 18 miles in length, with shell; at \$3350 for paving La Porte and Seabrook road, 2½ miles long, with shell, and at \$32,960 for paving Main St. road, 8 miles long, with gravel and shell; M. O. Otto is lowest bidder at \$16,700 for paving Lynchburg and Crosby road, 3 miles long, with clamshell, and Texas Grading Co. at \$16,876 for paving Westheimer road, 4 miles, with gravel and shell; contractors all of Houston; John B. Ashe, county auditor. (Recently mentioned.)

Tex., Martindale.—Road District No. 2 of Caldwell county will vote May 21 on issuance of \$25,000 of bonds for road construction. Address County Commissioners, Lockhart, Tex.

Tex., Palestine.—City is considering paving of residence streets. Address The Mayor.

Va., Lynchburg.—District Road Board awarded contract to J. R. Ford & Co. of Lynchburg to pave hill on Campbell Ave., distance of 600 feet; roadway of avenue is to be covered with rubblestone.

Va., Martinsville.—Bids will be opened May 5 for construction of macadam road in Henry county; P. St. J. Wilson, State Highway Commissioner, Richmond, Va. (See "Machinery Wanted.")

Va., Richmond.—City awarded contract for granolithic curbing and guttering on M, N and O Sts. and Oakwood Ave.; Charles E. Bolling, City Engineer.

Va., Salem.—Roanoke County Supervisors awarded contract to C. M. Boone, Roanoke, Va., to improve Red Hill Rd. from Back Creek to Summit.

W. Va., Princeton.—City will receive bids until June 8 for construction of about three miles standard macadam, tar or asphalt macadam paving; cost \$70,000; F. R. Van Antwerp, chief engineer. (See "Machinery Wanted.")

W. Va., Williamson.—City voted issuance of bonds for street paving. Address The Mayor.

SEWER CONSTRUCTION

Fla., St. Petersburg.—City postponed date of opening bids for construction of sections Nos. 9, 10, 11 and 12 of proposed sewer system from April 14 until May 5; W. F. Divine, City Clerk. (See "Machinery Wanted.")

Ky., Louisville.—E. A. Barker & Son of Louisville are lowest bidders at about \$5000 for construction of Central Ave. sewer, to be 1142 feet long; P. L. Atherton, chairman of Sewerage Commissioners, Equitable Bldg.

Md., Baltimore.—Estate of Chauncey Brooks (Harry Fahnestock and others), 24 Commerce St., will open bids May 3 for laying sewers and storm-water drains in "Cloverdale." (See "Machinery Wanted.")

Miss., Vicksburg.—City Council appropriated \$8000 additional for completion of sewerage system; J. J. Hayes, Mayor. (Recently mentioned.)

Mo., Columbia.—City awarded contract at \$14,039 to Columbia Paving Co. for sewers 30, 31 and 33, and at \$4261 to C. A. Stewart of Columbia for sewer 23; sewers to be tile and earthenware.

N. C., Reldsville.—City awarded contract to H. M. Garvey and John L. O'Connor, both of Knoxville, Tenn., to construct about 10 miles of vitrified-pipe sewer from 8 to 15 inches diameter, three sewage pumping stations and reduction tank; estimated cost, \$42,000; E. W. Myers, engineer, Greensboro,

N. C.; Francis Womack, Mayor. (Recently mentioned.)

N. C., Reldsville.—City, Francis Womack, Mayor, awarded contract to O'Connor & Garvey, Knoxville, Tenn., for construction of 10 miles sanitary-sewer system recently described; vitrified-pipe sewer, three sewage pumping stations and reduction tank.

N. C., Sanford.—City will construct sewer system; bids to be opened May 17; T. L. Chisholm, Mayor. (See "Machinery Wanted.")

Okla., Enid.—City awarded contract, it is reported, to Williams & Son of Enid for sewer construction.

Okla., Fairfax.—City contemplates vote of \$50,000 for construction of sewerage system and water-works; Harry S. Buford, City Clerk.

Okla., Madill.—City will award contract May 9 for sewer construction; \$20,000 bond issue recently reported voted; engineer, Southwestern Engineering Co., Oklahoma City, Okla.; J. S. Dillingham, City Clerk. (See "Machinery Wanted.")

Okla., Mountain View.—City will construct sewer system; bids will be opened May 4 for furnishing sewer pipe, manhole castings, siphons, etc.; O'Neil Engineering Co., engineers in charge, Dallas, Tex. (See "Machinery Wanted.")

Okla., Tulsa.—City will construct storm sewer across Boston Ave., between 15th and 16th Sts., and south of 12th St. and west of Cincinnati Ave., across Block 204, Old Town and Woodlawn Addition; bids to be opened May 1; D. C. Fenstermaker, City Engineer. (See "Machinery Wanted.")

S. C., Williamston.—City contemplates voting on issuance of bonds for construction of sewer system. Address The Mayor.

W. Va., Princeton.—City will receive bids until June 8 for construction of sanitary sewers recently mentioned; cost \$30,000; F. R. Van Antwerp, chief engineer. (See "Machinery Wanted.")

TELEPHONE SYSTEMS

Ark., Scranton.—Scranton Telephone Co., incorporated with \$4000 capital stock; R. B. Chitwood, president; J. D. Baker, vice-president; C. E. Hayes, secretary-treasurer.

Ky., Rowletts.—Rowletts Telephone Co., recently reported incorporated by Pearl Smith and others, has elected O. L. Shackelford president; will construct three miles of line connecting Munfordville, Cammer and Hardyville; no machinery needed.

Ga., Milledgeville.—Milledgeville Telephone Co. will issue \$9000 worth of bonds for improvements to system.

Ky., Mackville.—Cocanougher Telephone Co., incorporated by Wes Kimberlin, J. M. Coyle, G. W. Russell and others.

Ky., Glasgow.—New Home Telephone Co., incorporated with \$40,000 capital stock by W. R. Gardner, W. F. Pardue, T. P. Dickinson and others.

Okla., Hobart.—Pioneer Telephone & Telegraph Co., Oklahoma City, Okla., will construct entire new telephone system, from switchboard to cables; will install central energy flashlight system.

Okla., Stillwater.—Pioneer Telephone & Telegraph Co., Oklahoma City, Okla., will expend \$40,000 for improvements to system; will install common battery system, new switchboards and erect building to replace present structure.

Okla., Woodward.—Economy Telephone Co., incorporated by Will White, Samuel Mitchell and Charles O. Baker.

S. C., Darlington.—Dovesville Telephone Co., P. C. Whitlock, president, recently reported incorporated with \$7000 capital stock, will construct 25 miles telephone line; machinery purchased.

Tenn., Cookeville.—Cookeville Home Telephone Co., incorporated with \$5000 capital stock by V. E. Bockman, J. T. Shirley, W. C. Maxwell and others.

Tex., Higgins.—Home Telephone Co., incorporated with \$2000 capital stock by Flen N. Carmichael, Martin L. Sebitts, Moses W. Hays and others.

Tex., Mexia.—Mexia Telephone Co. awarded contract for erection of \$20,000 exchange building.

Va., Front Royal.—Independent Mutual Telephone Co., incorporated with \$5000 capital stock; S. C. Waller, president; Lovell Hoffman, vice-president; Wade Hunt, secretary-treasurer; will construct about 15 miles of line connecting Strasburg, Middletown, Front Royal and Winchester; Lovell Hoffman, engineer in charge, Waterlick, Va.

TEXTILE MILLS

Ga., Columbus.—Cotton Cloth.—Meritas Mills incorporated with \$300,000 capital stock by Alvin Hunsicker of Standard Cloth Co., New York, and associates; purchased 20-acre site for mill to produce cloth for shipment to Northern mills manufacturing olecloth. (Mr. Hunsicker and associates recently mentioned.)

Ga., West Point.—Jacquards.—Lang Manufacturing Co. will, it is reported, double capital and capacity; now capitalized at \$100,000 and has 3000 ring spindles, 70 looms, dyeing and finishing equipment, etc.

N. C., Cameron.—Hosiery.—Regal Hosiery Mills Co. will erect building addition and add 15 knitters; improvements to cost \$3000. (Mentioned last month.)

N. C., Wadesboro.—Cotton Cloth.—Wadesboro Cotton Mills Co. will, it is rumored, erect additional building and install 350 looms; estimated cost, \$30,000; now has 10,890 spindles. (Previously mentioned.)

N. C., Worth.—Cotton Yarns.—Harden Manufacturing Co. awarded contract for 5000 additional spindles and other machinery.

Tenn., Erwin.—Cotton Goods.—O. P. Heath & Co., Charlotte, N. C., are reported as completing arrangements for erection of proposed cotton mill; electric power.

Tenn., Knoxville.—Kalt Underwear.—Appalachian Mills, reported incorporated last month with \$50,000 capital stock, has building at McGhee Ave. and Atkin St.; now installing 35 knitters for underwear; M. D. Arnold, president; M. G. Thomas, vice-president-manager; Roy N. Lotspeich, secretary-treasurer.

Va., Berkley.—Knit Goods.—Chesapeake Knitting Mills will build addition for finishing plant; brick construction; cost \$3000; contractor, F. H. Henley of Norfolk, Va.

WATER-WORKS

Ala., Riverside.—Riverside Development Co. will expend about \$15,000 to construct water-works system recently noted; bids will be opened May 26 for construction of reservoir (500 gallons per minute capacity), installation of machinery, including pumps, boilers, concrete or sheet-iron standpipe, etc.; cost of machinery, \$3000; character of buildings not decided. Address H. C. Alford, 510 Empire Bldg., Birmingham, Ala. (See "Machinery Wanted.")

Ark., Fort Smith.—City will extend water-works; cost within \$75,000; 6-inch or 24-inch pipe; 50 to 100 hydrants; W. J. Johnston, Mayor. (See "Machinery Wanted.")

Fla., Fort Tampa.—City will vote on issuance of \$20,000 of bonds for construction of water-works. Address The Mayor.

Ga., Collegepark.—City employed Solomon-Norcross Co., Atlanta, Ga., to prepare plans for water-works system; is considering proposition of conveying water from East Point (adjoining town). (City recently noted to vote May 30 on \$65,000 bond issue for water-works, sewer system and electric-light plant.)

Ga., Fairburn.—City is considering construction of water-works and electric-light plant. Address The Mayor.

Ga., Fort Oglethorpe.—Bids will be opened May 9 for construction of water-distributing system; George Vidmer, Captain 11th Cavalry, Construction Quartermaster. (See "Machinery Wanted.")

Miss., Meridian.—City will construct 8500 feet of 24-inch reinforced-concrete conduit; bids to be opened May 3; William F. Wilcox, civil engineer, general manager of Water Commission. (Date postponed from April 5 as lately stated. See "Machinery Wanted.")

Mo., Savannah.—City contemplates water-works improvements; electrically-driven pumps to be installed, etc. (See "Electric-light and Power Plants.")

N. C., Franklin.—City voted \$20,000 bond issue for water-works; F. L. Siler, Mayor. (Previously noted.)

Okla., Broken Arrow.—City voted issuance of \$37,000 of bonds for construction of water-works. Address The Mayor.

N. C., East Spencer.—P. O. Spencer.—City has engaged J. B. McCrary & Co., Empire Bldg., Atlanta, Ga., to prepare plans and specifications for water-works and to submit same with estimate of cost on May 10; H. C. Buck, Mayor. (City recently reported as having voted \$25,000 bond issue for water-works and electric-light plant.)

Okla., Fairfax.—City proposes vote of \$50,000 for construction of water-works and sewerage system; Harry S. Buford, City Clerk. (Recently noted as for water-works only.)

Okla., Fort Sill.—Bids will be opened May 10 for construction of water-distributing system; Capt. David L. Stone, U. S. A., Con-

structing Quartermaster. (See "Machinery Wanted.")

Okl., Fairview.—City contemplates improvement of water and light system; I. C. Barr Company, Joplin, Mo., submitted following estimates: extension of water and light system, \$5000; double present power and extend power-house, \$10,000; water tower, \$4500; additional pump, motors, etc., \$5000. Address The Mayor.

Okl., Francis.—City voted bond issue for construction of water-works. Address The Mayor.

Okl., Mountain View.—City will construct water-works; bids will be opened May 4 for cast-iron pipe and specials, hydrants and valves, boilers, heater, etc.; O'Neill Engineering Co., engineers in charge, Dallas, Tex. (See "Machinery Wanted.")

Okl., Okene.—City is arranging for construction of proposed water-works. Address The Mayor.

S. C., Florence.—City awarded contract to Matthews & Johnson of Florence for extension of water-works, and to American Cast Iron Co., Chattanooga, Tenn., for piping and other material; \$30,000 bond issue authorized; J. N. Johnston of Florence is engineer. (Recently mentioned.)

S. C., Easley.—City voted issuance of \$29,500 of bonds for construction of water and electric-light plant. Address The Mayor.

S. C., Williamston.—City contemplates voting on issuance of bonds for construction of water-works. Address The Mayor.

Tenn., Decherd.—C. E. Murray (recently noted granted franchise) will expend \$5000 for construction of water-works; will install 15,000 to 40,000-gallon tower, pump and piping. (See "Machinery Wanted.")

Tex., Alice.—City voted issuance of \$15,000 water-works bonds. Address The Mayor. (Recently mentioned.)

Tex., Pearsall.—Pearsall Water, Ice & Light Co., recently reported incorporated by George F. Hinds and others, has contracted for 60,000-gallon water tank and 100-foot tower.

Tex., Temple.—Municipal Water Commissioners will soon advertise for bids for construction of water filtration plant to have daily capacity of 200,000 gallons, with clear-water well of 500,000 gallons capacity; will be constructed on unit plan, so that it can be enlarged at will; N. Werenskiold of Dallas, Tex., is consulting engineer of Water Commission; J. C. Mitchell and D. M. Seybold are water commissioners.

Va., Graham.—Graham Water & Electric Co., V. L. Sexton, president, organized with \$25,000 capital stock; contemplates furtherance of water-works improvements recently noted.

Va., Orange.—City awarded contract at \$25,073.93 to J. E. McMahon, Norfolk, Va., to construct water-works; capacity 120,000 gallons daily; William Nole, engineer. (Recently mentioned.)

Va., Petersburg.—City will construct service reservoir. Address The Mayor.

Va., Waynesboro.—City will vote May 24 on issuance of \$8000 of bonds for improvement of water-works. Address The Mayor.

W. Va., Fairmont.—Baltimore & Ohio Railroad, A. M. Kinsman, chief engineer, Baltimore, Md., is having surveys made for construction of 32-mile water-pipe line to connect water supply of Fairmont with Clarksburg, W. Va.; plan is to construct reservoirs along railway in mountainous sections, so as to provide sufficient water; one of largest reservoirs will be on top of Allegheny Mountains, near Deer Park, construction on which has begun.

W. Va., Martinsburg.—Board of Public Affairs awarded contract to H. C. Brooks Company, Clarksburg, W. Va., at \$17,970 for improvement and extension of water system, except for valves and plugs, and to R. D. Wood & Co., Philadelphia, Pa., to furnish about 50 fire plugs at \$19 each; improvements will include laying of 7½ miles of new water mains and replacing three miles of cement pipe; work to begin May 1, to be completed in 120 days; Henry H. Hess, City Engineer. (Recently mentioned.)

W. Va., Williamson.—City voted issuance of \$47,000 of bonds for improvement of water-works. Address The Mayor. (Recently mentioned.)

WOODWORKING PLANTS

Ala., Bay Minette.—Shingles.—Bay Minette Shingle Co. will rebuild plant recently reported burned.

Ark., Arkadelphia.—Heading.—Arkadelphia Milling Co. is reported contemplating establishment of heading factory.

Ark., Heth.—Cooperage.—Heth Cooperage Co. will erect cooperative plant to replace burned structure; will install 60-inch dry-kiln, fan, colls, etc.

Ark., Little Rock.—Handles.—Little Rock Handle Factory, L. W. Cherry, president, will erect handle factory; 120x40 feet; one story, with separate boiler and engine room and warehouse 50x40 feet; timber sheds, loading platforms, etc.; daily capacity 100 dozen axe handles. (Recently mentioned.)

Miss., Jackson.—Furniture, etc.—Camp Furniture & Manufacturing Co. incorporated with \$25,000 capital stock by G. B. Downing, J. N. Young, N. J. Milstead and others.

Mo., Kansas City.—Novelties.—American Novelty Co. incorporated with \$30,000 capital stock by Adam C. Deats, J. Kirby Smith and J. P. Fontron.

N. C., Henderson.—Buggies.—Corbitt Buggy Co. will rebuild plant recently burned; will install new machinery.

N. C., Hickory.—Woodworking and Bending. Ivey & Hice Company (recently reported incorporated with \$50,000 capital stock) succeeds Ivey & Hice; manufactures picker sticks, wooden hickory, lug strap, heddle frames, loom specialties, bent rims, etc.; Geo. F. Ivey, president; A. L. Shuford, treasurer; J. W. Hice, manager.

N. C., Kernersville.—Ring Furniture Co. (recently reported as being organized with \$50,000 capital stock by W. S. Linville, S. G. Ring and others) will erect 45x100-foot shop, two-story 45x50-foot furniture room, 28x40-foot kiln, engine and boiler room; construction by company; manufacture kitchen safes and cabinets; install woodworking machinery.

N. C., Lumberton.—Novelties.—Lumberton Novelty Works, recently reported incorporated, has organized with \$50,000 capital stock; George G. French, president; R. B. Humphreys, secretary-treasurer; will erect planing mill, establish novelty factory and corn mill.

N. C., Warrenton.—Woodworking.—Prigden Manufacturing Co. incorporated with \$15,500 capital stock by W. H. Prigden, M. P. Burwell and others.

Okl., Tulsa.—Furniture.—Davis & Lawrence, Tulsa Furniture Factory, W. L. Davis, manager, will install planing-mill machinery costing \$35,000 for equipment of furniture factory recently noted. (See "Machinery Wanted.")

Tenn., Stonewall.—Boxes.—Lawton Basket & Box Co. incorporated with Gardner Powell, president; J. J. Schurr, vice-president; E. J. Smith, secretary-treasurer.

BURNED

Ala., Birmingham.—Register Publishing Co.'s plant at 1809 Second Ave.; loss on building, owned by S. W. Harville, Opelika, Ala., \$10,000.

Ark., Fort Smith.—Cherokee Cotton Gin Co.'s plant, owned by H. J. and J. H. Payne; loss \$12,000.

Ark., Little Rock.—Fire at Frank's Laundry destroyed stable only; will not be rebuilt.

D. C., Washington.—William H. France's residence, 34th St., Mt. Ranier; loss \$5000.

Ga., Atlanta.—Fain & Stamps' grocery building at 51-53-55 Broad St.; loss \$40,000.

Ga., Tifton.—Tifton Variety Works; loss \$7000.

Ky., Beaver Creek.—William Thornberry's residence; loss \$5000.

Ky., Louisville.—E. Hyman's store and stable; R. Rabitz's store; L. Edelstein's store; Louisville Boarding Stables; loss on buildings, \$25,000.

La., Lake Charles.—Lake House, owned by Green Hall estate, loss on building, \$6000; Calcasieu parish courthouse, loss \$85,000; Bolton Company's store, loss \$60,000; Haskell estate's three buildings, loss \$8000; Ed Ryan's livery stable, loss \$10,000; J. B. Gray's two buildings, loss \$2500; Catholic Church, loss \$30,000; Catholic rectory, loss \$6000; Catholic Girls' School, loss \$15,000; Catholic Convent, loss \$20,000; Catholic Boys' School and Catholic Knights' Hall, loss \$5000; St. Clair Hotel, owned by D. R. Swift, loss \$15,000; Walker House, owned by Walker estate, loss \$6000; A. J. Davidson's building, loss \$4000; H. C. Drew's two buildings, loss \$6000; J. C. Ault's building, loss \$4000; Walden Hotel and Business College, loss on building, \$10,000; city hall, loss \$12,500; Fire Station No. 1, loss \$5000; S. A. Kinder & Co.'s store, loss \$6000; Dan M. Goodwin's building, loss \$3000; B. M. Brode's warehouse, loss \$3000; M. Moore's grocery store, loss \$5000; Christian Church and parsonage, loss \$7500, and following residences with their losses: C. Bunker, \$9000; D. B. Gorham, \$6000; F. A. Tece, \$5000; D. Goodman, \$2500; W. M. Tuttle, \$6500; Mrs. Mary Walker, \$15,000; G. F. Bolton, \$6000; L. Kaufman, \$3000; H. Daigle, \$10,000; Mrs. Frank Field, \$3000; I. W. Van Scoy, \$5000; A. H. Dehart, \$3500; J. H. Muse,

\$4500; E. Escabous, \$5000; O. S. Dolby, \$2500; Frank Gunn, \$10,000; L. Kaufman, \$12,000; J. G. Fornett, \$4000; J. M. Gray, \$6000; W. M. Wilson, \$4000; Charles Steeley, \$3000; John Storer, \$8000; I. N. Mudgett, \$5500; Charles Davidson, \$3300; Charles Herbert, \$2500; R. A. Brown, \$3000; Mrs. T. V. Reynolds, \$2500.

La., Oakdale.—Industrial Lumber Co.'s commissary; loss \$15,000.

Miss., Abbeville.—A. C. Graham's cotton gin; loss \$3000.

Miss., Natchez.—Mrs. C. W. Schleet's residence; loss \$5000.

Md., Chesapeake City.—Chesapeake Basket Co.'s plant; loss \$10,000.

Miss., Vicksburg.—R. C. Wilkerson's building; loss \$3000.

Mo., Cartersville.—Alabama Mill (ores) owned by Jamot Brown, Carthage, Mo.; loss \$50,000.

N. C., Hendersonville.—Major Barker's barn; loss \$3000.

N. C., Lumberton.—T. R. Toin's sawmill at Love; loss \$3000.

Okl., Lawton.—Combs Hotel, owned by George Boone.

S. C., Anderson.—Building owned by N. B. Sullivan and associates; loss \$2500.

S. C., Donalds.—Donalds Lumber Co.'s lumber yard, owned by F. A. Lawton, Greenville, S. C., and S. W. Seawright, Dallas, Tex.; loss \$3500.

S. C., Ravenel.—Thos. Martin's stable, residence, barn, etc.; loss \$20,000.

S. C., Spartanburg.—Spartan Inn; estimated loss, \$50,000.

Tenn., Johnson City.—John Oliver's residence; loss \$6000.

Tenn., Nashville.—Nowlin & Wallace Hat Co.'s building at 216 Public Square; loss \$20,000.

Tex., Amarillo.—Gulf, Colorado & Santa Fe Railway's viaduct; loss \$18,000; F. Merritt, chief engineer, Galveston, Tex.

Tex., Beaumont.—Myrick Transportation Co.'s warehouse.

Tex., Brownwood.—W. M. Jericho's bakery; loss \$2000; building owned by J. A. Austin.

Tex., Ferris.—Globe Pressed Brick Co.'s plant; loss \$30,000 to \$40,000.

Tex., Paducah.—Switzer Lumber Co.'s plant, loss \$12,000; First State Bank, loss \$15,000; Model Dry Goods Co.'s store, loss \$3000; Millam & Doolen's store, loss \$10,000.

Tex., Waxahachie.—Waxahachie Planing Mill Co.'s plant, loss \$5000; Will Moore's residence, loss \$5000; O. H. Chapman's residence, loss \$3500; Mrs. T. J. Maledon's residence, loss \$3500.

W. Va., Charles Town.—St. Philip's Industrial School; loss \$2500.

W. Va., Charleston.—White Star Liquor Co.'s plant at 319 Kanawha St.; loss \$35,000.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

Ga., Savannah.—J. H. Lankenau will erect two-story frame apartment-house.

Mo., Kansas City.—Charles E. Surface is having plans prepared for apartment-house; three stories; six five-room flats; vitrified brick; cut-stone trimmings; cost \$25,000.

Tenn., Chattanooga.—M. L. Mayes, 628 Cherry St., is having plans prepared by Chas. E. Bearden, Chamberlain Bldg., Chattanooga, for apartment-house and dwelling; apartment-house to contain two apartments, five rooms each; dwelling to have three rooms; each will be two stories; brick; composition roof; tile floor to porches; hard-pine interior finish; cabinet mantels; gas and electric lighting; cost \$6500.

Va., Portsmouth.—Mrs. Hume has plans by J. K. Peables, Norfolk, Va., for apartment-house; bids invited.

ASSOCIATION AND FRATERNAL BUILDINGS

Ala., Birmingham.—Fraternal Hall Association received bids until April 25 for erection of Fraternal Hall; Harry B. Wheelock, architect, Steiner Bank Bldg., Birmingham; F. Davidson, chairman.

D. C., Washington.—Scottish Rite Masons are having plans prepared by John Russell Pope, 527 Fifth Ave., New York, for proposed \$1,000,000 temple.

Ga., Atlanta.—B. P. O. E., Atlanta Lodge, No. 78, John J. Woodside, chairman building committee, will expend \$35,000 to erect lodge

building recently noted; 50x100 feet; three or four stories; plans not complete.

Mo., Columbia.—Acacia Fraternity has plans by W. C. Davidson, 909 Elm St., Columbia, for fraternity building; three stories and basement; 40x40 feet; brick; steam heat; electric lighting; cost \$10,000. (Recently noted under "Miscellaneous Structures.")

Tenn., Chattanooga.—Mountain City Lodge, No. 549, of Masons has plans by Adams A. Alsop, Chattanooga, for Masonic Temple; three stories; gray brick and stone front; lodgeroom on third floor, 42x55 feet; cost \$10,000.

Tex., El Paso.—Odd Fellows' Lodge will erect building; four stories; cost about \$25,000.

Tex., Quanah.—Odd Fellows' Lodge will erect lodge and store building.

Va., Colonial Beach.—Masonic Lodge will erect temple.

BANK AND OFFICE BUILDINGS

Ark., Earle.—C. T. Whitman will erect bank building.

D. C., Washington.—Second National Bank, W. V. Cox, president, has begun proposed remodeling of bank building on 7th St. between E and F Sts.; one-story addition with glass roof will be built in rear; banking-room will have marble base and bronzed screen counters, mahogany woodwork, marble columns supporting ceiling, etc.; cost \$60,000 to \$70,000; plans by Appleton P. Clark, Jr., 605 F St. N. W., Washington.

La., Thibodaux.—Citizens' Bank, E. N. Roth, president, will erect bank building.

Md., Baltimore.—American Agricultural Chemical Co., Equitable Bldg., is having plans prepared by Owens & Cisco, 1605 Continental Bldg., Baltimore, for office building to be erected at South and Water Sts. (Recently mentioned.)

Md., Salisbury.—W. M. Cooper is having plans prepared by Owens & Cisco, 1605 Continental Bldg., Baltimore, for bank building; three stories; brick and stone; marble trimmings; 77x40 feet.

Mo., Kansas City.—J. O. Patterson and associates are having plans prepared by Kurless & Godard of Kansas City for office and store building; 15 stories, with basement and sub-basement; steel frame, reinforced with concrete; blue granite and plate glass for exterior of first two stories, and upper stories of gray brick, with terra-cotta for sills, cornice and trimmings; site has frontage of 48 feet and depth of 113 feet.

Mo., Kansas City.—Missouri Savings Association Bank has not selected architect to prepare plans for recently-noted \$100,000 structure; fireproof building; three stories; 27x115 feet; steam heat; electric lighting; date of opening bids not decided.

N. C., Lewisburg.—S. J. Bartholomew is interested in erection of brick bank building.

S. C., Eastover.—Farmers & Merchants' Bank, Richard Singleton, president, will erect bank building.

S. C., McCormick.—Farmers' Bank, J. B. Harmon, president, has plans by Bayre & Baldwin, Anderson, S. C., for bank building; 20x30 feet; two stories; ordinary construction; electric lighting; cost \$3000; day labor.

Tenn., Chattanooga.—Mrs. M. V. Neeley awarded contract to Chickamauga Construction Co., Chattanooga, for foundation for office and store building recently noted; three stories and basement. (See "Miscellaneous Structures.")

Tex., Childress.—J. H. Cristler will open bids about June or July for erection of building recently mentioned; brick and mill construction; 50x20 feet; for use of Farmers and Mechanics' Bank; also storerooms; cost within \$8000; electric lighting; plans by R. H. Stucker, Chillicothe, Tex.

Tex., Eagle Pass.—State Bank & Trust Co. will expend \$5500 to erect building recently mentioned; two-story fireproof structure; contract not awarded.

Tex., Cleburne.—National Bank of Cleburne selected plans by Lang & Wittell, Dallas, Tex., for bank and office building; five stories; brick, concrete and steel; 52x30 feet; interior finished in marble; electric elevator; estimated cost \$100,000. (Recently mentioned.)

Tex., Houston.—Union National Bank will have plans prepared by Mauran & Russell, St. Louis, Mo., for 12-story bank building. (Recently mentioned.)

Va., Branchville.—Citizens' Bank, John W. Smith, president, will erect brick bank building.

W. Va., Buckhannon.—Building committee of People's Bank, Eugene Brown, secretary, will receive bids until May 5 for erection of

bank building; five stories; 22x100 feet; fireproof; steel and concrete; front and side pressed brick and terra-cotta; will install elevator; building to contain 28 offices; plans by E. J. Woods, Clarksburg, W. Va.; plans and specifications on file at People's Bank. (Recently mentioned.)

CHURCHES

Ala., Bay Minette.—Baptist congregation will erect edifice to cost \$10,000. Address The Pastor, Baptist Church.

Ala., Bay Minette.—Methodist congregation is considering erection of edifice. Address The Pastor, Methodist Church.

Ala., Eufaula.—Bids will be received until May 1 for completion of St. James' Episcopal Church building; complete plans furnished upon application. For particulars apply to D. L. Russell, secretary building committee.

Ark., Little Rock.—First Presbyterian Church adopted plans by H. J. Harder of Little Rock for Sunday-school building; two stories and basement; 60x80 feet; brick and white tile; auditorium to seat 1200; roof garden; cost \$20,000.

Ky., Bowling Green.—Drakes Creek Baptist congregation will erect stone edifice; cost \$25,000. Address The Pastor, Drakes Creek Baptist Church.

Ky., Georgetown.—Baptist congregation will enlarge edifice; cost \$15,000. Address The Pastor, Baptist Church.

Ky., Shelbyville.—Baptist Church, Rev. B. Barley, pastor, will receive bids in few days for erection of proposed edifice; cost \$30,000; plans by R. H. Hunt, James Bldg., Chattanooga, Tenn.

Mo., Carthage.—South Methodist congregation will erect edifice to cost \$40,000 to \$50,000. Address The Pastor, South Methodist Church.

N. C., Kernersville.—Methodist Episcopal Church South will erect edifice. Address Rev. H. C. Bynum of Kernersville Circuit.

N. C., Raleigh.—Church of the Good Shepherd resumed construction work on proposed edifice; \$30,000 available for its completion; total cost about \$70,000. Address The Pastor, Church of the Good Shepherd.

S. C., Aiken.—St. Thaddeus Episcopal congregation will erect edifice to cost \$17,000 to \$20,000. Address The Pastor, St. Thaddeus Episcopal Church.

S. C., Anderson.—Christian Church has plans by Sayre & Baldwin, Anderson, for addition to edifice; 40x50 feet; ordinary construction; electric lighting; cost \$4000; day labor; J. T. Black, member of committee.

S. C., Columbia.—First Baptist Church, Rev. A. B. Kennedy, pastor, is having plans prepared by Edwards & Walter, 631 Candler Bldg., Atlanta, Ga., for Sunday-school addition recently noted; seating capacity 500; ordinary construction; heating and lighting not decided; cost within \$20,000.

S. C., Greenwood.—First Baptist congregation will remodel Sunday-school building at cost of \$5000 and erect church building at cost of \$15,000. Address The Pastor, First Baptist Church.

Tenn., Chattanooga.—Centenary M. E. Church South contemplates erection of edifice to cost \$100,000; John Martin, chairman building committee.

Tenn., Cookeville.—Presbyterian Church, J. T. Price, pastor, will extend date of opening bids until May 1 for erection of edifice previously mentioned; 45x75 feet; ordinary construction; brick; hot-air heat; electric lighting; cost \$5000.

Tenn., Covington.—Christian congregation contemplates erecting edifice. Address The Pastor, Christian Church.

Tenn., Memphis.—Linden Avenue Christian Church, Rev. W. H. Sheffer, pastor, will erect church building and parsonage to cost \$100,000; plans indefinite.

Tenn., Nashville.—Seventh Baptist Church, Rev. J. H. Wright, pastor, contemplates erecting \$15,000 edifice.

Tex., Baird.—Methodist congregation contemplates erecting \$12,000 edifice. Address The Pastor, Methodist Church.

Tex., Hutto.—Swedish Methodist congregation contemplates erecting \$5000 edifice. Address The Pastor, Swedish Methodist Church.

Tex., Houston.—Market Street Mission contemplates erection of chapel. Address The Pastor, Market Street Mission.

Tex., Houston.—McKee Street Methodist congregation purchased site on which to erect edifice. Address The Pastor, McKee Street Methodist Church.

Tex., Quanah.—Third Street Methodist Episcopal Church accepted plans by Hannibal (Mo.) architects for edifice to cost from \$20,000 to \$25,000; Deats Griffith, chairman building committee.

Tex., San Antonio.—Laurel Heights Methodist Church will soon begin erection of proposed edifice; brick; stone trimmings; seating capacity 1000; cost \$65,000; plans by Atlee B. Ayres of San Antonio.

Va., Norfolk.—J. W. Carroll, R. F. D. No. 1, is interested in erection of church; 32x50 feet; fireproof construction; stoves; probably electric lighting; cost \$3000; architect not selected.

COURTHOUSES

Ga., Macon.—Bibb County Commissioners decided to issue about \$500,000 of bonds for erection of courthouse, etc. (See "Road and Street Improvements.")

Ky., Shelbyville.—Shelby county will vote in November on issuance of \$75,000 bonds for erection of courthouse. Address County Commissioners.

Okla., Stillwater.—Payne county will vote June 11 on erection of courthouse to cost about \$60,000. Address County Commissioners.

W. Va., Hamlin.—Lincoln county will vote in November on issuance of \$100,000 of bonds for erection of courthouse to replace burned structure. Address County Commissioners.

DWELLINGS

Ala., Birmingham.—E. M. Robinson will expend \$10,000 for remodeling residence; veneer brick; two stories; J. W. McClain, architect, 213½ North 20th St., Birmingham, in charge of construction.

Ala., Birmingham.—E. T. Steel will erect residence; two stories; frame; cost \$3500.

Ala., Birmingham.—J. H. Cooper will erect residence; two stories; frame; cost \$4000.

Ala., Birmingham.—G. W. Papot will erect two dwellings; two stories; brick veneer; cost \$5000.

Ark., Prescott.—First Baptist Church will erect parsonage. Address The Pastor, First Baptist Church.

D. C., Washington.—Richard T. Mulligan, 1432 M St. N. W., has plans by J. H. de Sibour, 628 Fifth Ave., New York, for residence at 16th and R Sts. N. W.; colonial style; light stone; attic story; heating plant in basement.

D. C., Washington.—Warder estate has plans by F. H. Brooks, 1623 K St. N. W., Washington, for additional story to residence at 15th and K Sts. N. W.

D. C., Washington.—J. Slayton Davidson, 1413 G St. N. W., will erect residence on Keokuk St., Chevy Chase Heights.

Fla., Jacksonville.—T. B. Hamby will erect residence; California bungalow style; chocolate red brick.

Fla., Jacksonville.—H. C. Jones will erect residence; two stories; frame; cost \$4000.

Fla., Jacksonville.—Fred W. Hayward has plans by Mellen C. Greeley, Jacksonville, for residence; shingle bungalow style.

Fla., Jacksonville.—James H. Bacon of Canada has plans by Mellen C. Greeley, Jacksonville, for Southern colonial style residence.

Fla., Ocala.—Charles H. Lloyd will erect residence.

Fla., Ocala.—Mrs. Otis T. Green contemplates erection of two residences.

Fla., Ocala.—Charles H. Lloyd will erect residence.

Fla., Sanford.—Fred H. Yaple will erect 10 dwellings and California-style bungalow.

Fla., Tampa.—Bert Martindale, Seabreeze, Fla., will erect artificial-stone bungalow. (See "Miscellaneous Manufacturing Plants.")

Ga., Atlanta.—J. B. Highttown, care of Highttown Hardware Co., will erect 12-room residence; hot-water heat; plans by C. E. Frazier, Atlanta; construction by day labor; cost \$10,000.

Ga., Atlanta.—Albert L. Dunn, Box 657, is having plans prepared by Brown & Everett, Atlanta, for proposed dwelling; 12 rooms; brick veneer; heating and lighting not decided; cost \$15,000. (See "Machinery Wanted.")

Ga., Atlanta.—L. G. Neal will expend \$12,500 to erect dwelling at Druid Hills; brick veneer; hot-water heat; gas and electric lighting; plans by A. V. N. Everett, Atlanta; bids opened April 25. (Previously noted.)

Ga., Atlanta.—Clyde L. Klug will open bids May 10 for erection of proposed dwelling; brick veneer; steam heat; cost \$17,000; plans by Harry L. Walker, Atlanta.

Ga., Atlanta.—T. C. Erwin will erect dwelling; ferro-concrete, with hollow terra-cotta tile veneer; cost \$10,000 to \$15,000; plans not complete.

Ga., Montezuma.—Carl De Vaughn will erect residence.

Ga., Montezuma.—C. H. McKenzie will erect residence.

Ky., Lexington.—M. P. Rehorn will erect brick residence; cost \$3500.

Md., Baltimore.—Forest Park Co., Forest Park, has plans by Herbert C. Aiken, 223 St. Paul St., Baltimore, for residence on Brookline Ave.; two stories and attic; 27x30 feet; cost \$4000. (Recently mentioned.)

Md., Baltimore.—Patapsco Realty Co., care of Henry Bready, 163 Belvidere Ave., will erect 30 dwellings; two stories; brick; cost \$80,000.

Md., Baltimore.—Myers & Wise are having plans prepared by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for 12 dwellings on Brighton St. near Rosedale St.; 15x48 feet; porch fronts; facades of iron-spot brick; cost \$33,600.

Md., Baltimore.—Builders' Mortgage & Security Association, Herman Scherr, president, 30 Jackson Pl., purchased tract at Walbrook bounded by 7th St., Belmont Ave., Bloomingdale Rd. and Prentiss St.; will erect two-story dwellings.

Md., Baltimore.—T. J. Luby, 1302 Laurens St., has plans by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for two-story brick and stone dwelling at 22 East Hamilton St.

Md., Baltimore.—William R. Tall, 4014 Penhurst Ave., has plans by J. P. Hardy, Groveland and Eldorado Aves., Baltimore, for dwelling on Roslyn Ave.; two and a half stories; frame; 35x31 feet; cost \$4000.

Md., Baltimore.—Charles E. Hardesty, 736 West Fayette St., will erect two dwellings in rear of 734 West Fayette St.; three stories; brick; 25x28 feet; cost \$1200 each.

Md., Baltimore.—A. R. Cohill will open bids at once for erection of dwelling recently reported burned; 41x41 feet; three stories; concrete blocks; steam heat; cost within \$10,000. (See "Machinery Wanted.")

Md., Roland Park, Station L, Baltimore.—John L. Bailey, 408 Woodlawn Rd., is having plans prepared by Edward L. Palmer, 112 Elmhurst Rd., Roland Park, for residence; two and a half stories; frame and stucco; 50x30 feet; slate roof; tiled bathrooms; contractors estimating include John Cowan, 106 West Madison St.; Fidelity Construction Co., 64 Knickerbocker Bldg., both of Baltimore, and Roland Park Co., Roland Park; cost \$11,000.

Mo., St. Louis.—C. J. Koontz will erect residence.

Mo., St. Louis.—J. W. Ferguson, Kansas City, Mo., will erect residence; cost \$20,000.

N. C., Greensboro.—Grace M. P. Church will erect parsonage. Address The Pastor, Grace M. P. Church.

N. C., Winston-Salem.—Inverness Mills awarded contract to J. F. Ange of Winston-Salem for erection of proposed operatives' cottages; 15 one story and 5 two stories; frame; shingle roof; city water and sewer connections; electric lighting.

Okla., Tulsa.—C. P. Alexander will erect residence; two stories; brick; 32x52 feet; cost \$4000.

Okla., Tulsa.—Guy Harper will erect residence; one and a half stories; frame; 34x48 feet; cost \$3000.

Okla., Tulsa.—Robert Galbreath will erect residence; two and a half stories; frame; cost \$30,000.

S. C., Clarks Hill.—D. W. Sharpton contemplates erection of \$5000 residence. (See "Machinery Wanted.")

S. C., Chester.—Dr. Henry Davager is having plans prepared by J. S. Starr, Rock Hill, S. C., for eight-room dwelling.

S. C., Lancaster.—L. C. Lazenby is having plans prepared by J. S. Starr, Rock Hill, S. C., for remodeling dwelling; cost \$2000; day labor.

S. C., Mayesville.—T. L. Kahn is having plans prepared by H. L. Johnson, Mayesville, for residence.

S. C., Greenville.—Lewis W. Parker, Box 603, will rebuild residence recently reported burned; will employ same architect and use original plans.

S. C., Union.—J. Hay Faut has plans by Sayre & Baldwin, Anderson, S. C., for dwelling; seven rooms; ordinary construction; electric lighting; day labor.

Tenn., Chattanooga.—E. F. Moore, 840 Market St., is having plans prepared by Huntington & Sears, James Bldg., Chattanooga, for bungalow on Main and Mississippi Aves., North Chattanooga; one and a half stories; stucco; shingle roof; concrete floor to basement; hard-pine interior finish; cabinet mantels; hot-water heat; electric lighting.

Tenn., Chattanooga.—M. L. Mayes, 623 Cherry St., is having plans prepared by Chas. E. Bearden, Chamberlain Bldg., Chattanooga, for dwelling; two stories and basement; three rooms; brick. (See "Apartment-houses.")

Tenn., St. Elmo.—R. Averitt, 13 West 8th St., is having plans prepared for two dwellings; one and a half stories; six rooms each; brick; tile roof; concrete walls and floors to basement; six cabinet mantels; heating undecided; electric lighting; cost \$3000; will let general contract.

Tex., Cameron.—Tom Denson will erect residence.

Tex., Cameron.—T. G. Sampson will erect three bungalows.

Tex., Eagle Pass.—L. C. De Bona had plans by H. Stanley Brown, Eagle Pass, for residence recently mentioned; two stories; 43x39 feet; brick; hot-water heat; electric lighting; cost within \$7000; contract to be awarded in May.

Tex., El Paso.—Mrs. Carrie B. Mayfield will erect residence; cost \$6500.

Va., Norfolk.—H. J. Robinson will erect residence; double brick; cost \$8000.

GOVERNMENT AND STATE BUILDINGS

Ga., Griffin.—Postoffice.—Treasury Department, office of Supervising Architect James Knox Taylor, Washington, D. C. Sealed proposals will be received until May 25 for construction, complete (including plumbing, gaspiping, heating apparatus, electric conduits and wiring) of U. S. postoffice, in accordance with drawings and specification, copies of which may be obtained of custodian of site at Griffin or at above office, at discretion of architect.

Md., Sykesville.—Hospital.—Springfield Hospital for Insane decided to construct another cottage to accommodate 75 patients at cost of \$25,000, and considered new buildings to be erected out of bond issue for State care of indigent insane; under provision of bill creating bond issue, about \$170,000 will be expended for structures to provide accommodations for 400 more patients; Dr. J. Clement Clark is superintendent. (Recently mentioned.)

Miss., Jackson.—Hospital.—Trustees for proposed State Charity Hospital will make preliminary arrangements necessary for construction of institution; Legislature appropriated \$50,000 on condition that city of Jackson and Hinds county provide \$25,000 additional and site; Edmond F. Noel, Governor.

Va., Fort Myer.—Administration.—Bids will be received at office of Capt. Warren W. Whiteside, constructing quartermaster, until May 11 for addition to administration building; certified check for 10 per cent. of bid; plans and specifications furnished on application, accompanied by deposit of \$15.

HOTELS

Ark., Little Rock.—William and Frank Hoffman contemplate erection of two-story hotel and store.

Ark., Fort Smith.—Goldman Hotel Co. (recently reported incorporated by J. C. Wyatt and others) will operate hotel previously erected.

Fla., Jacksonville.—R. S. Hall, Ocala, Fla., purchased site 105x186 feet on which to erect hotel; five or six stories; reinforced concrete; about 150 rooms, majority with bath accommodations; estimated cost, \$100,000.

Ga., Albany.—Albany Hotel Co. is having plans prepared for addition to hotel; four stories; brick; 200 rooms; cost \$125,000.

Ga., Cordele.—O. M. Grady, Macon, Ga., contemplates expending \$15,000 to remodel Suwanee Hotel.

La., New Orleans.—Monteleone Hotel, J. D. Kenny, manager, will build 15-story annex of 500 rooms, costing probably \$1,000,000; understood details will be determined soon.

Mo., Columbia.—S. F. Conley, E. C. Clinkscale and J. M. Batterson are organizing company to erect fireproof hotel costing about \$100,000.

Mo., St. Louis.—W. A. Gill will remodel four-story office building at Broadway and St. Charles St. as hotel; will contain 80 sleeping-rooms; cost \$25,000; Charles C. Nichols, Jr., of Nicholls-Ritter Realty & Financial Co. is acting for Mr. Gill, and will supervise work.

N. C., Charlotte.—Paul Chatham and J. E. Kavanaugh, both of Winston-Salem, N. C., will erect hotel.

Tenn., Clarksville.—Green & Love purchased Arlington Hotel and will expend \$4000 to \$5000 in improvements, including remodeling interior, additional baths, tile floor, steel ceiling in lobby and office, improvement of plumbing system, etc.

Tenn., Tiptonville.—R. C. Donelson and associates are reported as to build \$10,000 hotel.

Tex., Amarillo.—John Long will erect ho

tel; two stories; brick; 60x80 feet; plans by George Burnett of Amarillo.

Tex., Boerne.—Kendall Inn Co. incorporated with \$25,000 capital stock by W. C. Kattner, James S. Schriwing and H. D. Barnitt.

Tex., Galveston.—Galveston Hotel Co., L. H. Kempner, president, accepted general plan prepared by Mauran & Russell, St. Louis, Mo., for beach hotel; 5 stories; U shape; 200 feet long; two wings to extend southward to beach 100 feet; 250 rooms; reinforced concrete; loggia 20 feet wide is to extend around three inner sides of structure; this will be constructed of glass and screened; estimated cost, \$500,000. (Recently mentioned.)

Tex., Quanah.—William Cameron is considering erection of four-story hotel.

Tex., San Antonio.—Alfred Sanner, proprietor of Bexar Hotel, will remodel hotel at cost of \$30,000.

Tex., San Benito.—San Benito Hotel has plans for addition to hotel; two stories; 24 guestrooms; estimated cost \$4000.

Tex., Yoakum.—Ross & Shall are having plans prepared for three-story brick hotel.

Va., Wicomico Church.—Wicomico Hotel Co. incorporated with \$5000 capital stock; Edwin Brown, president, Brown's Store, Va.; J. P. Bland, vice-president, and W. H. Tignor, secretary, both of Wicomico Church.

MISCELLANEOUS STRUCTURES

Ala., Fort Payne.—Store.—J. B. Haralson will erect 100x50-foot store building recently noted; fireproof construction; cost \$4000; architect not selected.

Ark., Fort Smith.—Jail.—Sebastian County Commissioners are planning to erect jail; cost \$20,000.

D. C., Washington.—Store.—Albert A. Brager, Eutaw and Saratoga Sts., Baltimore, Md., is reported as contemplating erection of store building.

Ga., Cordele.—Business.—Dekel Bros. will erect business building; three stories; cost \$30,000.

Ga., Cordele.—Business.—Pless & Williams will erect \$25,000 business building.

Ga., Montezuma.—Store.—T. R. McKenzie will erect four stores.

Ga., Vidalia.—Business.—W. G. Thompson will erect business building; two stories.

Ga., Vidalia.—Store.—G. N. Matthews will erect store; brick.

Ky., Louisville.—Clubhouse.—St. Boniface Catholic Church is having plans prepared by D. X. Murphy, Louisville, for \$30,000 clubhouse and auditorium.

Ky., Louisville.—Clubhouse.—Business Women's Club is having plans prepared by Gary & Hawes, Louisville, for clubhouse; five stories; fireproof; steel with curtain walls of brick; cost \$85,000. (Previously mentioned.)

Md., Baltimore.—Temple.—Gallilean Fishermen will expend \$6000 to erect assembly hall recently noted; 42x50 feet; steam heat; gas and electric lighting; plans by John Freund, Jr., 210 East Lexington St., Baltimore; bids opened April 25. Address architect.

Miss., Guntown.—Business.—W. C. Hinds & Son and S. P. Dalrymple will erect business buildings.

Miss., Meridian.—Business.—W. M. Wagner will erect business building; three stories; brick; 25x35 feet; buff-brick front; cost \$25,000.

Miss., Shubuta.—Business.—W. H. Patton will erect brick business building.

Miss., Tylertown.—Store.—J. W. Ball will erect \$10,000 brick store building; cost \$10,000.

Mo., Columbia.—Fraternity.—Kappa Sigma Fraternity will open bids about May 5 for erection of fraternity chapter-house recently mentioned; ordinary construction; three stories and basement; 54x29 feet; cost \$10,000; steam heat; plans by Mr. Seger, Columbia. Address Building Committee, Kappa Sigma House. (See "Machinery Wanted.")

Mo., Kansas City.—Business.—Ridenour-Baker Grocery Co. will erect business building; seven stories; brick; cost \$50,000.

Mo., St. Louis.—Laboratories.—Palpao Laboratories incorporated with \$50,000 capital stock by F. J. Stuart, E. S. Stuart, F. J. Babcock and others.

Mo., St. Louis.—Mercantile.—Ferdinand H. Manger will erect mercantile building; seven stories; fireproof; cost \$150,000.

N. C., Goldsboro.—Hospital.—Goldsboro Hospital is having plans prepared by Henry E. Bonitz, Wilmington, N. C., for proposed hospital; cost \$16,000.

N. C., Lenoir.—Stores.—D. C. and R. H. Strickland will erect two brick stores.

N. C., Raleigh.—Stable.—W. A. Simpkins and G. C. Farthing will erect stable.

Okla., Enid.—Business.—Neva Triplett will erect business building; two stories; brick; 25x125 feet; cost \$6000.

Okla., Enid.—Business.—L. W. Cotton will erect business building; 25x125 feet; two stories; brick; cost \$5000 to \$6000.

Okla., Enid.—Business.—Mrs. Bailey is reported as planning erection of business block; 25x100 feet; brick; cost \$5000.

Okla., Enid.—Business.—J. A. Starkey will erect business building; three stories; brick; first story 25x125 feet; upper floors 25x45 feet; cost \$8000.

Okla., Lawton.—Business.—Rebecca and Estella Lebrecht will receive bids until May 5 for erection of business building; certified check for 3 per cent. amount of bid; plans and specifications on file at Lebrecht's store, 313 C Ave.

Okla., Oklahoma City.—Chapter-house.—American Woman's League, 402 Empire Bldg., will erect chapter-house.

Okla., Pawhuska.—Business.—Tom Smith will erect three-story business building.

Okla., Nowata.—Sanitarium.—Nowata Sanitarium Co., recently reported incorporated with \$5000 capital stock by S. E. Moore, Perry, Okla., and others, will erect 40x80-foot sanitarium; brick; hot-air or hot-water heat; cost \$9000. Address Dr. Moore.

Okla., Tulsa.—Business.—George Groves will erect business building; three stories; brick.

S. C., McCormick.—Store.—J. R. Hormon has plans by Sayre & Baldwin, Anderson, S. C., for store building; 46x100 feet; two stories; electric lighting; hand-power elevator; cost \$10,000; day labor.

S. C., McCormick.—N. G. Brown & Sons have plans by Sayre & Baldwin, Anderson, S. C., for store building; 30x90 feet; two stories; ordinary construction; electric lighting; hand-power elevator; cost \$6000.

Tenn., Chattanooga.—Business.—Clothing company organized with \$75,000 capital stock; Charles Miller, president; will expend \$10,000 for improvements to business building.

Tenn., Memphis.—Sanatorium.—Charles B. James Sanatorium Co. incorporated with \$25,000 capital stock by S. Morros, L. B. King, A. M. McConnell and others.

Tenn., Memphis.—Commercial.—Lee estate will erect commercial building.

Tex., Cameron.—Business.—D. Monroe will erect building; brick.

Tex., Quanah.—Business.—William Cameron, Waco, Tex., will erect business building.

Tex., Quanah.—Store.—I. Simpson contemplates erection of store building.

Tex., Quanah.—Store.—I. G. Hart will erect store building.

Tex., San Antonio.—Store.—Samuel & Solomon Dalkowitz will erect store building; four stories; fireproof.

Va., Fredericksburg.—Stable.—Sonny Powell will erect stable.

Va., Lynchburg.—Business.—W. O. Taylor will erect business building; brick; sing roof; cost \$4500.

Va., Lynchburg.—Business.—J. W. Ould Company will erect business building.

Va., Martinsville.—Jail.—Henry county has plans by Huggins & Bates, Roanoke, Va., for jail; reinforced concrete and brick; cost \$15,000. (Recently mentioned.)

Va., Richmond.—Business.—Emanuel Gunst and A. L. Strause will erect business building; brick and stone; 26x110 feet; four stories.

MUNICIPAL BUILDINGS

Ala., Decatur.—City Hall, etc.—City voted issuance of \$25,000 of bonds for erection of city hall, jail and fire department building. Address The Mayor. (Recently mentioned.)

Ga., Atlanta.—Engine-house.—Fire Masters adopted plans by Morgan & Dillon of Atlanta for Ninth ward engine-house; cost \$12,000; architects will invite bids.

Ga., Atlanta.—Comfort Station.—Improvement committee of Park Commission, Gordon N. Hurler, chairman, selected plans by Harry L. Walker of King & Walker, Atlanta, for public comfort building to be erected in Piedmont Park; one story; cost \$3000. (Recently mentioned.)

Ga., Atlanta.—Hospital.—Grady Hospital, W. B. Summerall, superintendent, will open bids in July for erection of 50x100-foot addition to hospital; fireproof construction; gas and electric lighting; one elevator; dumb-waiters; cost \$30,000; architect not selected. (Recently noted.)

La., New Orleans.—Engine-house.—City is having plans prepared by E. A. Christy of New Orleans for engine-house on Carrollton Ave.; cost \$10,000.

La., New Orleans.—Stable and Toolhouse.—

Port Commissioners will have plans and specifications prepared by Martin Shepherd of New Orleans for stable and toolhouse.

Md., Baltimore.—Engine-house.—R. B. Mason, 324 West Biddle St., Baltimore, is lowest bidder at \$24,488 for erection of engine-house No. 38 on Baltimore St. near Fremont; two stories; 32x103 feet; brick; stone trimmings; architects, Owens & Sisco, 1605 Continental Bldg., Baltimore. (Recently mentioned.)

N. C., Asheville.—City Hall.—City has plans by Nashville Bridge Co., Nashville, Tenn., for steel tower for city hall; octagonal frustum about 39 feet above masonry work; will be covered with slate; steel ladder alongside tower. Address The Mayor.

Tenn., Chattanooga.—Police Station.—Board of Public Works will open bids April 30 for improvements to police station; \$4000 appropriated.

Tenn., Chattanooga.—Board of Public Works will receive proposals until April 30 for remodeling city hall; 48x246 feet; west end to contain offices; will install vault; concrete floor in east end of building; gas and electric lighting; plans by J. C. C. Garner, city hall, Chattanooga.

Tex., Alice.—City Hall.—City voted issuance of \$10,000 of bonds for city hall. Address The Mayor. (Recently mentioned.)

RAILWAY STATIONS

Fla., Jacksonville.—Jacksonville Terminal Co., J. H. Nelson, manager, will remodel union station and increase floor space by not less than 2400 square feet; improvements will include dining-room, new floor, etc., to cost \$10,000; extension of train sheds on east side of station so as to accommodate about 18 trains at one time, to cost \$7000; covering all exposed portions of train platform with umbrella roofing, to cost \$20,000, etc.; total expenditure estimated at \$103,000.

Ga., Stillmore.—Wadley Southern Railway Co., T. T. Holloman, superintendent, Wadley, Ga., will not erect railway station recently reported; purchased site for warehouse to be erected by W. J. Evans. (See "Warehouses.")

Miss., Jackson.—New Orleans Great Northern Railroad, N. G. Pearsall, general manager, Bogalusa, La., contemplates erection of freight and passenger depots.

N. C., Statesville.—Southern Railway, D. W. Lum, chief engineer, Washington, D. C., has filed plans with Corporation Commission for proposed passenger station.

Tenn., Athens.—Louisville & Nashville Railroad, W. H. Courtenay, chief engineer, Louisville, Ky., will, it is reported, erect passenger and freight depot to cost \$5000.

Tenn., Johnson City.—Southern Railway, D. W. Lum, chief engineer, Washington, D. C., will, it is reported, erect passenger and freight depots.

SCHOOLS

Ala., Anniston.—City will vote May 23 on \$25,000 bond issue for school improvements. Address The Mayor.

Ark., De Queen.—City is having plans prepared by V. B. Van Dyke, Fort Smith, Ark., for proposed \$23,000 school.

Ark., Lockesburg.—City will vote on \$10,000 bond issue to erect high-school building. Address The Mayor.

Fla., Miami.—Dade County Commissioners propose to erect \$60,000 combined grammar and high-school building.

Fla., St. Petersburg.—City contemplates issuing bonds to erect school. Address The Mayor.

Fla., Tallahassee.—Leon County Board of Public Instruction will receive bids until May 3 for erection of high school according to plans prepared by T. F. Lockwood, Columbus, Ga.; certified check for \$1000, payable to J. H. Patterson, chairman; plans and specifications on file at office of E. B. Eppes, superintendent, Tallahassee, or may be had on deposit of certified check for \$25, payable to superintendent.

Ga., Atlanta.—Peacock School for Boys will erect school; brick; two and a half stories; cost \$20,000.

Ga., Macon.—Bibb County Commissioners will issue \$500,000 of bonds for erection of boys' high school, etc. (See "Road and Street Improvements.")

Ga., Springfield.—Board of Education, H. W. McCartney, trustee, will erect brick school building; to have four feet or more excavation; four recitation rooms, hallways, parcel rooms and auditorium; contemplate using Ludowici tiling; cost \$10,000; plans considered; architect selected April 26; Y. E. Barger, chairman building committee. (Recently noted.)

Ga., Waycross.—G. P. Washington is chairman of building committee for proposed industrial college for negroes; brick; two stories; 10 rooms.

Ky., Louisville.—School Board will expend \$10,000 to remodel building for school purposes; plans by Mason Maury, Louisville.

Md., Baltimore.—City is having plans prepared by Archer & Allen, Central Savings Bank Bldg., Baltimore, for addition to No. 60 school on Retreat St.; six rooms; cost \$30,000; Edward D. Preston, Inspector of Buildings, City Hall. (Recently mentioned.)

Md., Baltimore.—City has had revised plans prepared by Baldwin & Pennington, Professional Bldg., Baltimore, for No. 51 School at Windmere and Carroll Aves.; three stories; fireproof; 164x82 feet; Edward D. Preston, Inspector of Buildings, City Hall. (Recently mentioned.)

Miss., Corinth.—Joseph Lennon is interested in establishment of Catholic convent. Miss. Lambert.—City is arranging to erect \$5000 school. Address The Mayor.

Miss., Jackson.—Jackson Deaf and Dumb Institute, J. R. Dobbins, superintendent, authorized R. H. Hunt, James Bldg., Chattanooga, Tenn., to prepare plans for remodeling four-story structure; cost \$20,000.

Miss., Pickens.—City voted \$5000 bond issue to erect school; plan is to petition County Commissioners for \$2500 additional and erect building to cost \$7500. Address The Mayor.

Miss., Shelby.—Mayor and Board of Aldermen will receive bids until May 10 for erection of school; certified check for \$250, payable to J. R. Murnan, Mayor; also separate bids for plumbing and heating; plans and specifications on file at office of R. L. Coker, Town Clerk, Shelby, or of M. M. Alsop, architect, Hta Bena, Miss. (See "Machinery Wanted.")

Mo., Hannibal.—Board of Education has plans by Malcolm S. Martin, Hannibal, for two school buildings; six rooms each; ordinary construction; steam heat; cost \$30,000. Address architect. (\$80,000 bond issue recently noted.)

N. C., Flats.—Macon County Board of Education, Franklin, N. C., will receive bids until May 2 for erection of school; justified bond for double amount of bid; plans and specifications on file at office of M. D. Billings, County School Superintendent, Franklin, N. C.

N. C., Rutherfordton.—City will open bids May 15 for erection of proposed school building; 80x30 feet; two stories; six classrooms and auditorium; direct steam heat; electric lighting; cost \$10,000; plans by Sayre & Baldwin, Anderson, S. C.

N. C., Greensboro.—City contemplates issuance of \$30,000 of bonds for school improvements. Address The Mayor.

N. C., Wingate.—Wingate Baptist School has plans by J. M. McMichael, Charlotte, N. C., for school; two stories; steam heat; cost \$10,000.

Okla., Oklahoma City.—City has plans for addition to schools as follows by Layton, Smith & Hawk, Majestic Bldg., Oklahoma City: Two-room addition to McKinley School, cost \$7000; four-room addition to Willard School and four-room addition to Jefferson School, cost \$15,000; also has plans by Van Meter & Schmitt, 823 Insurance Bldg., Oklahoma City, for addition to Rivalde School, cost \$20,000. (Recently mentioned.)

Okla., Shawnee.—Benedictine College of Sacred Heart, Oklahoma, will soon open bids for erection of college recently noted; main building to be 68x296 feet; ordinary and fireproof construction; cost \$100,000; plans by John A. Quinn, Plateau Bldg., Dallas, Tex. Address Mr. Quinn.

Okla., Stillwater.—State Board of Agriculture, Guthrie, Okla., will soon award contract for erection of proposed \$15,000 animal husbandry building at Stillwater Agricultural and Mechanical College.

Okla., Vinita.—J. C. Olson will, it is reported, expend \$15,000 for purchase of grounds and erection of military school and business college.

Okla., Yukon.—City voted \$33,000 bond issue for school improvements. Address The Mayor.

S. C., Charleston.—James Simons, chairman Public School Commissioners, Meminger School Bldg., Charleston, will receive bids until May 3 for remodeling Bennett School; certified check for \$250, payable to James Simons, chairman; plans and specifications on file at office of Todd & Benson, architects, Charleston.

S. C., Clover.—Clover Independent School District voted \$10,000 of bonds to erect school; eight rooms; heating undecided; probably electric lighting; architect not se-

lected. Address Z. M. Nell, chairman Board of Trustees.

Tenn., Chattanooga.—University of Chattanooga is contemplating erection of building for law department.

Tenn., Knoxville.—Knox County Industrial School is having plans prepared by L. C. Waters, Knoxville, for dormitory to replace burned structure; two stories; brick; mill-constructed roof; two-story front porch; cost \$3000. (Previously mentioned.)

Tenn., Knoxville.—Lincoln Memorial University, W. L. Stooksbury, president, has plans by L. C. Waters, Knoxville, for \$30,000 dormitory; three stories and basement; brick; first story rubble masonry; upper stories brick and stone trimmings.

Tenn., Lonsdale, R. Sta. Knoxville.—M. M. Copenhagen, chairman; C. C. Wollack and W. H. Davis, School Committee, will receive bids until May 2 for erection of school; plans and specifications on file at office of Town Recorder.

Tex., Amarillo.—Board of Education, W. S. Roberts, president, will expend \$60,000 to erect high-school building; 148x112 feet; two stories and basement; 22 rooms; semi-fireproof construction; direct and indirect steam heat; electric lighting; plans by Scott & Pearson, Waco, Tex.; bids opened May 5; will expend \$15,000 to erect ward school; 64x72 feet; two stories; eight rooms; ordinary construction; steam heat; electric lighting; plans by Kaufman & Son, Amarillo; bids opened May 10. Address E. L. Higginbotham. (Recently noted.)

Tex., Brady.—City will issue bonds to erect ward school in Crothers addition. Address The Mayor.

Tex., Crosby.—Harris County Commissioners, Houston, have plans by F. S. Glover & Son, Houston, for school; two stories; brick; six rooms and auditorium; cost \$10,000. (Recently mentioned.)

Tex., Derby.—City will vote May 14 on bond issue for school improvements. Address The Mayor.

Tex., Eagle Lake.—City will erect \$22,000 school. Address The Mayor.

Tex., Eastland.—City voted April 6 on \$20,000 bond issue for erection of brick school building; Henry Van Geem, secretary Board of Trustees.

Tex., Fort Worth.—Orthodox Congregation Abayath Shalom, Rev. Chas. Blumenthal, pastor, will expend \$25,000 to erect school and settlement-house for Jewish children; 50x90 feet; brick; will not erect for six months. Address Abe Soisberg, Weatherford St., Fort Worth. (Mentioned lately.)

Tex., Fort Worth.—Bids will be received until May 3 for erection of brick fireproof high-school building; plans and specifications at office of Waller, Shaw & Fields, architects, Fort Worth.

Tex., Fort Worth.—Board of Education of Independent District will receive bids until May 3 for erection of brick and fireproof high-school building; also bids for plumbing, heating and wiring; certified check for 2 per cent. amount of bid; plans and specifications on file at office of Waller, Shaw & Fields, architects, Fort Worth. (Previously mentioned.)

Tex., Gause.—City voted \$8000 bond issue to erect brick school. Address The Mayor.

Tex., Houston.—Trustees of Common School District No. 25, care of L. L. Pugh, County Superintendent, Prince Theater Bldg., will receive bids in duplicate until May 7 for erection of two schools; certified check for \$250, payable to L. L. Pugh; plans and specifications on file at office of E. Lane, architect, Houston.

Tex., Lorena.—Lorena Independent school district voted \$5000 bond issue and will erect addition to school. Address district school trustees.

Tex., Marlin.—L. P. Robertson, president of trustees, will receive bids until May 5 for erection of 10-room addition to school; certified check for 5 per cent. amount of bid; plans and specifications on file at office of Scott & Pierson, architects, Waco, Tex., or of Dr. Robertson, Marlin.

Tex., Mercedes.—City is having plans prepared by Atlee B. Ayers, San Antonio, Tex., for proposed \$12,000 school building.

Tex., Milford.—Milford Independent School District received bids until April 28 for erection of two-story-and-basement brick school; W. J. Hamiett, president of the School Board; plans by J. O. Galbraith, Hillsboro, Tex.

Tex., Paducah.—Bids will be received by School Board until April 30 for erection of two-story-and-basement brick school; plans and specifications on file at office of C. L. Sone, Paducah, Tex., or of Taylor & Wolfe, Continental Bank Bldg., Fort Worth, Tex.; certified check for \$300.

Tex., Pearsall.—City will vote April 30 on \$23,000 bond issue to erect school. Address The Mayor.

Tex., Roby.—Board of Education, T. Mayfield, president, will let contract about May 30 for erection of school building recently noted; two stories; 115x65 feet; cost \$22,000; plans by Bryan Architectural Co., St. Louis, Mo., and McAlester, Okla.

Tex., Trinity.—Trinity School District is having plans prepared for school building; 160 feet square; two stories; brick; electric lighting; cost 30,000. (\$16,000 bond issue recently noted.)

Va., Luray.—Board of Education, J. A. Roller, clerk, will erect 31x66-foot high-school building recently noted; mill construction; jacketed stoves, with ventilators; electric lighting; bids to be opened May 2; plans and specifications on file at office of division superintendent; F. T. Amis, president.

Va., Richmond.—C. P. Walford, clerk and supervisor of School Board, will receive bids until May 9 for erection of school on Hanover Ave.; 20 rooms; fireproof construction; hot-air heat (fan system); cost \$60,000; certified check for \$500, payable to order of School Board; separate bids for heating and ventilating system; plans and specifications on file at office of C. M. Robinson, architect, 922 East Main St., Richmond. (Recently mentioned. See "Machinery Wanted.")

W. Va., Parkersburg.—Board of Education contemplates erection of school in Kraft district.

W. Va., Keyser.—Keyser Independent School District of Mineral County will vote May 17 on \$25,000 bond issue for site and erection of school. Address District Board of Education.

THEATERS

Tex., San Antonio.—Karl Hobletzelle, president Interstate Amusement Co., contemplates, it is reported, erection of theater to cost \$125,000; Mr. Hobletzelle is registered at St. Anthony Hotel.

WAREHOUSES

Fla., Jacksonville.—St. Johns River Terminal Co., J. B. Munson, president, Macon, Ga., plans erection of import and export warehouse.

Ky., Springfield.—Springfield Loose Leaf Tobacco Warehouse Co. incorporated with \$12,000 capital stock by C. W. Camden, L. A. Burns and Elmer Yankey.

Md., Baltimore.—International Harvester Co. of Chicago, Ill., purchased site, 100x120 feet, on Dickson St., between Mosher St. and Lafayette Ave., on which to erect warehouse costing about \$40,000; Elmer H. Derr, local manager, 406 South Eutaw St.

Md., Baltimore.—John O'Neill will erect \$3000 feed warehouse; 43x61 feet; ordinary construction; gas lighting; plans by H. Hilditch, 1640 Hanover St., Baltimore. (See "Machinery Wanted.")

Md., Baltimore.—Baltimore Belting Co., 113-115 West Lombard St., has plans by C. Barton Keen, Philadelphia, Pa., for five-story warehouse at 113-117 West Lombard St.

N. C., Albemarle.—Stanly Union Warehouse Co. incorporated with \$25,000 capital stock by C. C. Miller, J. W. Fink and others.

S. C., Charleston.—Grace & Co. of New York will, it is reported, construct warehouse at foot of Calhoun St. for storing fertilizers.

Tenn., Nashville.—Bradford Wholesale Furniture Manufacturing Co. will erect warehouse to replace structure recently reported burned; amount of insurance on building, \$5000.

Tex., Dallas.—Texas Seed & Floral Co. purchased site 100x175 feet on which to erect four-story brick building.

Tex., San Angelo.—National Biscuit Co., New York, reported to erect \$15,000 warehouse for branch distributing plant; J. E. Walls, local manager.

Tex., San Marcos.—Smith & Griffin will erect warehouse.

Va., Lynchburg.—J. W. Ould will, it is reported, erect warehouse for use of J. W. Ould Company.

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

Ky., Louisville.—L. Keller & Son of Louisville prepared plans and have contract to erect apartment-house at 2d and Breckinridge Sts.; three stories; brick and concrete; fireproof; cost \$55,000.

Md., Baltimore.—Roslyn Realty Co., 314 North Charles St., awarded contract to

Brown & Wilson, 1625 Edmondson Ave., Baltimore, for erection of brick three-family apartment-house recently noted; steam heat; gas and electric lighting; cost \$3500; plans by Henry J. Tinley, 314 North Charles St., Baltimore.

ASSOCIATION AND FRATERNAL BUILDINGS

Ga., Statesboro.—Lodge.—Knights of Pythias awarded contract to S. A. Rogers, Statesboro, for erection of proposed lodge building; 30x30 feet; electric lighting; cost \$5000.

Tex., Cumby.—Masonic Lodge will expend \$5000 to erect lodge building; 28x75 feet; contract recently noted awarded to G. H. Wilson, Sulphur Springs, Tex.

BANK AND OFFICE BUILDINGS

Ala., Gadsden.—Etowah Bank & Savings Co. awarded contract to Southeastern Engineering Co., Birmingham, Ala., at about \$50,000 for erection of bank and office building; four stories; brick and steel; steam heat; electric lighting; electric elevator; tile flooring in banking-rooms; offices on upper floors; plans by C. E. Bearden, Chattanooga, Tenn.; J. Wadsworth, Birmingham, Ala., is president of bank. (Recently mentioned.)

Fla., West Palm Beach.—G. G. Strohm awarded contract to Grant & Botts of West Palm Beach to erect office building; two stories; cement stone; 20x60 feet.

Ga., Atlanta.—A. D. Adair and McCarty Bros. will erect office building; 50x100 feet; eight stories and basement; cost \$130,000; plans prepared; contract awarded.

Ga., Portal.—Bank of Portal awarded contract for erection of proposed bank building; ordinary construction; 24x50 feet; cost \$3000.

La., Mansfield.—People's Bank awarded contract for remodeling building for banking purposes.

Okla., Fairview.—W. L. Stewart has plans by and awarded contract to A. Rodman, Fairview, for erection of proposed office building; 25x40 feet; fireproof vault in rear, 8x12 feet; ordinary construction; electric lighting; cost \$1500.

S. C., Dillon.—Bank of Dillon awarded contract to T. J. Cooper, Dillon, for erection of office building recently mentioned; brick; 28x130 feet; electric lighting; cost \$20,000; plans by Okel & Cooper, Montgomery, Ala.

S. C., Greenville.—Masonic Temple Co. awarded contract to Hugger Bros., Montgomery, Ala., at about \$50,000 for exterior and interior finishing of office and store building in course of construction; six stories and basement; 48x125 feet; height, 73 feet; fireproof; exterior of pressed brick, with stone trimmings; 165 office and two store rooms; vapor system of heating; two elevators, one for passengers and other for passengers and freight; estimated cost \$56,000; plans by J. E. Sirlene of Greenville; other contracts awarded are: Barr Hardware Co. of Greenville, plumbing; Atlanta (Ga.) Steam Heating Co., steam heating; Whitford & Mumford, Macon, Ga., electric wiring; Otis Elevator Co., New York, elevators; Hugger Bros. also secured contract for concrete structural work, which is practically completed.

S. C., Yorkville.—S. M. McNeel awarded contract to A. D. Holler, Rock Hill, S. C., for erection of office and store building; plans by J. S. Starr, Rock Hill, S. C. (See "Miscellaneous Structures.")

Tex., Thorndale.—First National Bank awarded contract to Dallas (Tex.) contractors for erection of bank building; two stories; cost \$11,000; plans by C. D. Hill & Co., Wilson Bldg., Dallas, Tex. (Recently mentioned.)

Tex., Orange.—W. H. Stark awarded contract to A. J. Miller & Co. of Orange to erect office and store building; two stories; concrete and metal frame; 80 feet deep; fireproof; 30 offices on second floor.

Va., Cleveland.—People's Bank awarded contract to Honeycutt & Cousins, Norton, Va., for erection of bank and office building recently mentioned; concrete block; 22x60 feet; two stories; hot-water heat; lighting not decided; plans by Geo. H. Hill, Bluefield, W. Va.

Va., Richmond.—Virginia Railway & Power Co. awarded contract to I. J. Smith & Co. of Richmond to erect combination office building and carhouse on 7th St.; two stories; brick and concrete; estimated cost, \$40,000. (Previously mentioned.)

CHURCHES

Ala., Birmingham.—South Side Baptist Church, D. H. Marbury, chairman building committee, awarded contract to A. J. Bostick, Birmingham, for erection of edifice pre-

viously mentioned; brick; granite base; marble columns; terra-cotta cornice; tile roof; mahogany interior finish; steam heating; electric lighting; cost \$60,000; plans by R. H. Hunt, James Bldg., Chattanooga, Tenn.

Ark., Booneville.—Methodist Church awarded contract to Edward Clevenger of Booneville to erect brick edifice costing \$10,000.

Md., Baltimore.—Protestant Episcopal Church awarded contract to Baltimore Ferro-Concrete Co., 16 St. Paul St., Baltimore, to erect first of group of buildings to constitute Protestant Episcopal Cathedral at St. Paul St. and University Parkway; structure will be of stone and concrete; 120x56 feet; one story; estimated cost \$30,000; plans by Edward H. Glidden, Glenn Bldg., 16 St. Paul St., and Clyde N. Fritz, 11 East Pleasant St., both of Baltimore. (Recently mentioned.)

Md., Baltimore.—Christ English Lutheran Church, Hill and Charles Sts., has plans by A. C. Leach, 323 West Charles St., Baltimore, for improvements to edifice; improvements will include new stone front, remodeling interior and addition in rear; estimated cost, \$14,000; contract awarded to Henry Pierson & Sons, 1000 Olive St., Baltimore.

Md., Baltimore.—Second Church of Christ, Scientist, Mount Royal Ave. and St. Paul St., awarded contract to John Waters, 23 East Center St., Baltimore, to erect edifice; brick and stone; marble trimmings; 89x76 feet; ordinary construction; cost \$30,000; W. K. Shepherd and Wm. E. Gaben, architects, 6700 North 6th St., Philadelphia, Pa.

Md., Brunswick.—Reformed Congregation, E. E. Shafer, chairman building committee, awarded contract to C. B. Karn, Brunswick, for erection of proposed edifice; 38x60 feet; ordinary construction; steam heat; electric lighting; cost \$6000; plans by L. S. Gardner, Brunswick. (See "Machinery Wanted.")

N. C., Raleigh.—Edenton Street Methodist Church awarded contract at about \$25,000 to M. A. Moser of Raleigh to erect Sunday-school building; two stories; brick; seating capacity of 1500; A. H. Green, chairman building committee.

Tenn., Knoxville.—Gillespie Avenue Baptist Church, Rev. A. C. Hutson, pastor, awarded contract for erection of proposed edifice; 40x90 feet; Sunday-school in basement to have seating capacity of 300; C. D. Shackelford, contractor, Knoxville; cost \$5000; plans by Wm. Ault, Knoxville.

Tenn., Buntyn.—Buntyn Methodist Church, Rev. W. A. Armstrong, pastor, awarded contract to E. G. Parish, Jackson, Tenn., for erection of \$15,000 edifice.

DWELLINGS

D. C., Washington.—George W. W. Manogue, 3201 P St. N. W., awarded contract to E. Campbell, 1114 11th St. N. W., Washington, for erection of two dwellings at 1614-33 33d St.; two stories; cost \$4000.

D. C., Station A, Washington.—Owen Rabbitt, 1234 Potomac St. N. W., awarded contract to John H. McIntyre, 3233 Volta Pl. N. W., Washington, for erection of residence at 4345 Nebraska Ave.; two stories; brick and frame; cost \$4000.

D. C., Washington.—J. N. Thompson, 2272 Cathedral Ave., awarded contract to Harry Wardman, 1342 New York Ave., Washington, for erection of dwelling recently noted; 35x42 feet; ordinary construction; colonial style; brick; 10-foot porch across front; hot-water heat; electric lighting; cost \$14,000; plans by A. H. Beers, 1333 G St. N. W., Washington.

Ga., Atlanta.—Forrest Adair awarded contract to J. N. Brown, Atlanta, for erection of proposed two-story dwelling; 11 rooms; tapestry brick; cost \$40,000; plans by Harry L. Walker, Atlanta.

Ga., Columbus.—Ed Wohlwendler awarded contract to W. T. Harvey Lumber Co., Columbus, for erection of residence; one story; cost \$5000.

Ga., Columbus.—A. W. Huer awarded contract to W. T. Harvey Lumber Co., Columbus, for erection of residence; two stories; frame; cost \$5000.

Ky., Winchester.—Thomas Brock awarded contract to Newt. Powell, Winchester, for erection of residence.

Ky., Winchester.—Eli Dooley awarded contract to Newt. Powell, Winchester, for erection of residence.

Md., Baltimore.—Charles R. Brown awarded contract to E. J. Klemm, Liberty Heights and Milford Aves., Baltimore, for erection of residence; 26x30 feet.

Md., Baltimore.—J. A. Paige, 3204 Clifton Ave., awarded contract to Baltimore Ferro-Concrete Co., 16 St. Paul St., Baltimore, for erection of residence on 19th St. near Clifton Ave.; two and a half stories; brick; 28x32 feet; cost \$5800.

Md., Baltimore.—W. P. Cornell and Miss Helen Cornell awarded contract to Webb & White, Maryland Telephone Bldg., Baltimore, for erection of cottage at Catalpha Rd., Alisa Terraces; two and a half stories; frame; cost \$4500; plans by Herbert C. Aiken, 223 St. Paul St., Baltimore.

Md., Baltimore.—Joseph L. Schwarzkopf, 1218 Argyle Ave., awarded contract to W. H. Engel, Baltimore, for erection of dwelling at Augusta and Baltimore Aves.; three stories; brick; 33x40 feet; cost \$4500; plans by H. J. Tinley, 314 North Charles St., Baltimore.

Md., Gwynn Oak Uplands (not a post-office).—Mrs. Laura Sigler has plans by and awarded contract to Emil J. Klemm, 225 Law Bldg., Baltimore, for erection of 26x30-foot dwelling recently noted; mill construction; hot-water heat; gas and electric lighting; cost \$4000.

Md., Gwynn Oak Uplands (not a post-office).—Chas. R. Brown, 304 Old York Rd., Baltimore, has plans by and awarded contract to Emil J. Klemm, 225 Law Bldg., Baltimore, for erection of 26x30-foot dwelling recently noted; mill construction; hot-air heat; electric lighting; cost \$3750.

S. C., Darlington.—Methodist Church awarded contract to Mr. Harmon, Darlington, for erection of parsonage to replace burned structure.

Tenn., Knoxville.—B. W. Akers awarded contract to A. C. Seaton, Knoxville, for erection of residence; frame; two stories; cost \$3500.

Tex., Ballinger.—H. Gieske awarded contract for erection of residence; cost \$16,000.

Tex., Marlin.—F. H. Ragsdale awarded contract to J. A. Phipps, Marlin, for erection of six-room dwelling recently noted; mill construction; electric lighting; cost \$2700.

Va., Fredericksburg.—George W. Shepherd awarded contract to Frank P. Stearns, Fredericksburg, for erection of residence; brick; plans by Philip N. Stern, Fredericksburg.

Va., Lynchburg.—W. M. Stokes awarded contract to Jones & Adams, Lynchburg, for erection of residence at Randolph-Macon Heights; English style; cost \$7000; plans by Johnson, Pettit & McLaughlin, Lynchburg.

Va., Newport News.—L. F. Whiting awarded contract to R. H. Richardson & Son, Hampton, Va., for erection of residence; cost \$6500.

Va., Norfolk.—W. S. Wilkinson awarded contract to Seay Bros., Norfolk, for erection of dwelling recently noted; 26x50 feet; brick and frame; hot-air heat; gas and electric lighting; cost \$5000; plans by Arnold Eberhard, Norfolk.

Va., Richmond.—P. E. Eubank awarded contract for erection of dwelling recently mentioned; two stories; brick; 40x36 feet; cost \$4500; plans by owner.

W. Va., Chaffee.—Three Forks Mining Co., Real Estate Trust Bldg., Philadelphia, Pa., awarded contract to William A. Liller, Keyser, W. Va., for erection of 10 dwellings and store; 28x28 feet, with wing 11x22 feet; 10 rooms each; frame. (See "Machinery Wanted.")

W. Va., Douglas.—Cumberland Coal Co., W. H. Gorman, president, Continental Bldg., Baltimore, Md., awarded contract to W. A. Liller, Keyser, W. Va., for erection of eight double houses; 28x28 feet; 10 rooms each; frame.

GOVERNMENT AND STATE BUILDINGS

N. C., Goldsboro.—Postoffice.—R. H. Richardson & Son, Hampton, Va., have contract at about \$15,000 to erect United States post-office. (Previously mentioned.)

Tex., Galveston.—Life-saving Station.—Funk, Gracie & Co. of Galveston have contract at about \$10,000 to erect U. S. life-saving station on Pelican Spit. (Further facts recently mentioned.)

HOTELS

Okla., Oklahoma City.—W. B. Skirvin awarded contract to Oklahoma City Construction Co. to erect hotel; six stories; 75x140 feet; reinforced concrete; terra-cotta trimmings; 134 rooms, each with bath connecting; two electric elevators; estimated cost, \$200,000; plans by Layton, Smith & Hawk of Oklahoma City. (Recently mentioned.)

Tex., Seguin.—William Steinmeyer awarded contract at \$5750 to John W. Goodrum of Seguin to erect annex to Grand Central Hotel; hotel proper will also be remodeled, but this is not included in contract. (Recently mentioned.)

Va., Warrenton.—C. Ullman, owner Warren Green Hotel, awarded contract to Harris Bros. of Warrenton to erect addition to hotel.

Va., Richmond.—Mrs. A. D. Atkinson awarded contract to John T. Wilson of Richmond at \$294,363 to erect annex to Richmond Hotel; 10 stories; brick and concrete; three passenger elevators and one freight elevator; will also erect two additional stories to present eight-story hotel; cost \$250,000; plans by John K. Peebles, Law Bldg., Norfolk, Va. (Recently mentioned.)

MISCELLANEOUS STRUCTURES

Ala., Montgomery.—Business.—L. L. Hill awarded contract to James Hodgson, Montgomery, for erection of business building; three stories; brick; cost \$9000; plans by Frank Lockwood, Montgomery.

Ala., Montgomery.—Stable.—N. J. Grell awarded contract to Graves & Estes, Montgomery, for erection of stable; two stories; brick; cost \$6000.

Fla., Palatka.—Store.—Mrs. M. J. Murphy has plans by and awarded contract to George Tillman, Palatka, for erection of proposed store building; 35x75 feet; two stories; pressed brick; plate glass; cost \$7000.

Fla., Pensacola.—Business.—J. M. Muldon awarded contract to Turner Construction Co., Pensacola, for erection of business building, to be occupied by Rhodes-Futch-Collins Furniture Co.; three stories; brick and reinforced concrete; plans by Walker Willis, Pensacola.

Ga., Claxton.—Store.—J. G. Moore estate awarded contract to S. A. Rogers, Statesboro, Ga., for erection of store building recently noted; 54x50 feet; two stories; cost \$4000.

La., St. Bernard.—Hall.—St. Maurice Mutual Aid and Benevolent Association awarded contract to Beer & Simms, St. Bernard, for erection of hall; cost \$4000.

Md., Baltimore.—Hospital.—Hebrew Hospital, Monument and Ann Sts., has plans by Louis Levy, American Bldg., Baltimore, for addition to children's ward; contractors estimating include W. H. Porter & Son, 535-F Forrest St.; B. F. Bennett Engineering Co., 123 South Howard St.; R. B. Mason, 324 West Biddle St.; Milton C. Davis, 5 Hopkins Pl.; Charles L. Stockhausen, National Marine Bank Bldg., and James F. Farley, Franklin Bldg., all of Baltimore; will receive bids until April 29.

Md., Baltimore.—Hospital.—Robert Garrett Hospital for Children, 27 North Carey St., awarded contract to John Cowan, 106 West Madison St., Baltimore, for erection of addition; three stories; 17x56 feet; brick; cost \$8500.

Miss., Newton.—Store.—Eagle & Wise awarded contract to A. L. Myers, Newton, for erection of store; two stories; brick; 53x100 feet; pressed brick; plate-glass front; cost \$7500.

N. C., Lilesville.—Business.—E. J. Kerr awarded contract for erection of business building; two stories; pressed brick; cost \$3000.

S. C., Yorkville.—Stores.—S. M. McNeel awarded contract to A. D. Hoiler, Rock Hill, S. C., for erection of store and office building previously noted; four stores on ground floor; 27x50 feet each; second floor to contain nine offices and theater; plate glass; tile floors to stairway; plans by J. S. Starr, Rock Hill, S. C.

Tenn., Chattanooga.—Store.—Mrs. M. V. Neeley, 230 McCallie Ave., awarded contract to Chickamauga Quarry & Construction Co., James Bldg., Chattanooga, for concrete and stone foundation for store and office building recently described; three stories and basement; 194 feet 7 inches by 87 feet 5 inches; brick; composition roof; steam heat; gas and electric lighting; ground floor to contain stores; second and third to have offices.

Tenn., Rogersville.—Hawkins County Commissioners awarded contract to C. B. Willing, Morristown, Tenn., for erection of jail and sheriff's dwelling; jail to be 30x31 feet and residence 18x42 feet; fireproof construction; steam heat; electric lighting; cost \$8000. (Contract recently incorrectly noted awarded to Willing & Hodges, Rogersville.)

Tex., Conroe.—Business.—W. N. Foster awarded contract for erection of business building; two stories; brick.

Tex., Dallas.—Business.—Regina Keller awarded contract to Gowing & Schwan, Dallas, to erect business building; two stories; brick; cost \$5000.

Tex., Lockhart.—Business.—Storey & Masur Bros. will erect business building; two stories; brick and stone; 75x78 feet.

Tex., Palestine.—John H. Silliman awarded contract at \$13,500 to J. B. Roundtree, Palestine, for erection of business building; brick; two stories; 20-foot ceilings. (Previously mentioned.)

Tex., San Angelo.—Sisters of Charity of

Incarnate Word awarded contract to Willeke Bros., San Antonio, Tex., for brick and stone work on sanitarium recently noted to be erected; 74x146 feet; semi-fireproof and mill construction; hot-water heat; electric lighting; cost \$15,000; plans by Wm. Engelhardt, San Antonio, Tex.; contracts for heating and lighting will be let to local contractors; Theo. Engelhardt will supervise construction. (See "Machinery Wanted.")

Tex., Smithville.—Business.—E. Buesher awarded contract to M. M. Turrey, Smithville, for erection of business building; brick; 100x27 feet.

Va., Roanoke.—Store.—W. F. Winch awarded contract to R. A. Figgatt, Roanoke, for erection of store building; two stories; brick and concrete.

W. Va., Chaffee.—Store.—Three Forks Mining Co. awarded contract to William A. Liller, Keyser, W. Va., for erection of store. (See "Dwellings.")

MUNICIPAL BUILDINGS

W. Va., Wheeling.—Library.—City awarded contract to Charles W. Dowling, Marietta, O., to erect public library on Market St.; 89x98 feet; two stories; fireproof construction; cost \$30,000; William Hare's Sons at \$390 for plumbing; R. W. Kyle at \$1572.49 for heating; American Electric Co. at \$279.30 for electric wiring, all of Wheeling; Charles W. Bates, architect, 301 Schmulbach Bldg., Wheeling. (Recently mentioned.)

RAILWAY STATIONS

Ga., Moultrie.—Georgia Northern Railway, F. R. Piddock, general superintendent, will erect two-story depot and office building; contract reported awarded to G. W. Milligan of Moultrie.

SCHOOLS

Ala., Birmingham.—City awarded contract at \$27,500 to Jesse L. Burns, Woodlawn, Ala., for erection of colored school; plans by Harry B. Wheelock, Birmingham. (Recently mentioned.)

Louisiana.—Parish of St. Bernard awarded contract to J. C. Bourg, Arabi, La., for erection of proposed Fifth ward school; 22x18 feet; frame; cost \$2500; plans by contractor; building on percentage.

Okla., Oklahoma City.—Board of Education, Gus A. Elbow, secretary, 822 Insurance Bldg., awarded contract to Kennedy & Hobson, Oklahoma City, for erection of 10-room fireproof school building; cost \$38,114; to Oklahoma City Construction Co., Oklahoma City, for two eight-room fireproof buildings; cost \$27,900 each; heating and plumbing contracts let separately; Layton, Smith & Hawk, Majestic Bldg., Oklahoma City, recently noted as preparing plans. (See "Machinery Wanted.")

Tenn., Paris.—Trustees of E. W. Grove high school will expend \$12,500 to erect dormitory; 40x70 feet; two stories and basement; gray hydraulic pressed brick; gravity steam heat; lighting not decided; plans by B. C. Davis, Louisville, Ky.; contract recently noted awarded to C. V. Krider, Paris. (Incorrectly mentioned at Paris, Tex.)

Tex., Beaumont.—City awarded contract at \$8,000 to H. D. Applegate & Sons, Beaumont, for erection of Millard, South End and Averill schools; two stories; brick. (Previously mentioned.)

Tex., Dimmitt.—City awarded contract to W. M. Rice, Amarillo, Tex., for erection of proposed \$15,000 school.

Tex., Pasadena.—Harris county awarded contract at \$8750 to Castle, Podds & Co., South Houston, Tex., for erection of school; two stories; brick; L. L. Pugh, County School Superintendent; plans by Cooke & Co., Houston, Tex. (Recently mentioned.)

Va., Lynchburg.—City awarded contract at \$91,000 (exclusive of heating and fixtures) to C. W. Hancock & Sons, Lynchburg, for erection of high-school building; plans by Frye & Chesterman, 14-15-16 Lynchburg National Bank Bldg.; structure to be three stories; 200x83 feet; fireproof and ordinary construction; cost \$92,000. (Previously mentioned.)

Va., Norfolk.—City awarded contracts to Gregory & Williamson, 701 Law Bldg., Norfolk, for erection of annexes to schools as follows: Atlantic City School No. 1, four rooms, at \$15,216; Atlantic City School No. 2, eight rooms, at \$25,249; Brambleton School No. 7, four rooms, at \$10,199.90; plans by Ferguson, Calrow & Taylor, Law Bldg., Norfolk; fireproof boiler space in two smaller and fireproof basement in larger addition; balance ordinary construction. (Recently mentioned.)

W. Va., Follansbee.—City awarded contract to H. P. West, Wheeling, W. Va., for erection of four-room school; cost \$12,000.

WAREHOUSES

Ga., Augusta.—George R. Lombard, care of Lombard Iron Works & Supply Co., will erect warehouse for Augusta Hardware Co.; structure will be two stories; brick; 90x150 feet; cost \$10,500; mill construction; two hand elevators; contract awarded to Mr. Skinner, Augusta. (See "Machinery Wanted.")

Ga., Stillmore.—W. J. Evans and E. H. Henth awarded contract to S. A. Rogers, Statesboro, Ga., for erection of brick warehouse; 50x110 feet; cost \$4900. (Recently noted under "Bank and Office Buildings.")

Md., Baltimore.—William G. Albrecht, president The Albrecht Company, 300 South Sharp St., awarded contract to James F. Farley, Franklin Bldg., Baltimore, to erect four-story brick warehouse at 211-213 Sharp St.; cost about \$13,000; plans by Callis & Callis, 2000 St. Paul St., Baltimore.

Mo., Kansas City.—Bemis Bros. Bag Co. awarded contract to C. L. Gray Construction Co., St. Louis, Mo., for erection of warehouse recently noted; six stories and basement; fireproof construction.

RAILROAD CONSTRUCTION

RAILWAYS

Ala., Birmingham.—The Dauphin Island Railway & Harbor Co. has been organized at the Birmingham offices of the Tidewater Development Co. to build a railway and terminals at Dauphin Island in Mobile Bay, 50 miles south of Mobile, also railroad from there to Mobile. The Tidewater Development Co. will establish connections between Tuscaloosa and Mobile Bay. The directors of the new corporation are George T. Bishop of Cleveland, O., president and treasurer; F. F. Graves of Chicago, Ill., vice-president; J. M. Dewberry of Birmingham, Ala., secretary; F. H. Ginn of Cleveland, O., and D. E. Mitchell of Lebanon, Tenn.

Ala., Cochrane.—The Alabama, Tennessee & Northern Railroad, which now extends to Boda Creek, will probably lay eight miles of track out of there within the next two months, and it is expected to extend it further this summer to York, Ala., about 14 miles. William Toxey is chief engineer at Panama, Ala.; John T. Cochrane of Mobile is president.

Ala., Lillian.—The Pensacola & Southwestern Railroad Co., with general office at Lillian, will build seven miles of line from Millview, Fla., to Lillian, Ala. Contract is let to Henry McLaughlin of Pensacola, Fla. Charles Barclay of Lillian is president and Julius B. Hall of Pensacola is secretary. The construction includes a wooden bridge on piles across Perdido Bay, 400 feet long, with steel draw span of 30 feet.

Ala., Mobile.—The New Orleans, Mobile & Chicago Railroad Co. proposes to build extensive terminals in New Orleans, and has applied for franchises to enter the city. W. F. Owen is general manager at Mobile, and H. W. Bell at Laurel, Miss., and L. W. Duffee at New Albany, Miss., are engineers.

Ala., Gadsden.—The Nocoalula Railway, Light & Power Co., not yet chartered, but promoted by Louis Hart, H. A. Rogers and others, proposes to build 14 miles of line from Gadsden to Falls and Loop. Mr. Grefenkamp is engineer.

Ark., Ben Lomond.—Citizens of Ben Lomond have, it is reported, subscribed a bonus of \$15,000 for the first railroad building to that town. The Mayor may be able to give information.

Ark., Fort Smith.—The Fort Smith & Van Buren Railway Co. will build six miles of line from Fort Smith to Van Buren, Ark., as previously reported. The directors are W. D. Pratt, president; R. S. Robertson, Samuel McLoud, John C. Gardener, James B. McDonough. The secretary and treasurer is Harry T. Dally. Route is through rolling country, and bids for construction and equipment will be received within 30 days.

Ark., Little Rock.—The St. Louis, Iron Mountain & Southern Railway (Missouri Pacific system) is reported to have let contract to the Walsh Construction Co. of St. Louis for 46 miles of second track from McAlmont to Bald Knob, Mo.; also another contract to Ball & Peters of Little Rock, Ark., for second track from the White River to Dixie, 8 miles, and also from Harvill to Poplar Bluff, 8 miles. Other second track to be built at some time in the future is from Bald Knob to White River, 20 miles, and from Dixie to Harvill, about 88 miles. E. F. Mitchell is engineer of construction at St. Louis, Mo.

Ark., Nashville.—C. W. Dodson, general superintendent of the Memphis, Paris & Gulf Railroad, is reported as saying it is decided

to build the eastern extension from Murfreesboro to Memphis, Tenn., before the western extension is constructed. Route is via Arkadelphia, Pine Bluff, De Witt, St. Charles and Helena, Ark. H. C. McCluer is chief engineer at Nashville, Ark.

Ark., Tontitown.—Construction is reported begun on a railroad seven miles long from Tontitown to Cane Springs, on the Arkansas, Oklahoma & Western Railway. W. R. Falck, president of the latter, at Rogers, Ark., may give information.

Fla., Jacksonville.—The Jacksonville Terminal Co. is reported to have let contract to improve its terminals at a cost of about \$100,000. The work includes an extension of tracks and train sheds, besides other improvements. J. H. Nelson is superintendent.

Ga., Bowdon.—The Bowdon Railway Co. has chosen officers as follows: President J. L. Lovvorn of Bowdon, Ga.; vice-president, J. M. Terrell of Atlanta, Ga.; treasurer, A. E. Fleming; chief engineer, George D. Harris. Others interested are C. R. Porter of Rome, Ga.; Thomas J. Lovvorn of Newell, Ala.; Dr. G. W. Traylor of Lamar, Ala.; R. M. Lovvorn, H. J. Reeves and J. W. Barrow, all of Bowdon, Ga. The line will run from Bowdon via Burwell and Mount Zion to a point on the Georgia Central or on the Southern Railway, a distance of from 12 to 18 miles.

Ga., Savannah.—Application has been made to charter the Brinson Railway Co., which contemplates extending to Athens, Ga., about 110 miles, from Mill Haven, which is the present terminus. The present line is 72 miles long from Savannah to Mill Haven via Springfield and Sylvania. The incorporators include George M. Brinson, president and superintendent; W. C. Myers, auditor; Y. E. Barger and John E. Foy of Springfield, Ga.; James Imbrie of New York city, J. Walker of Screven county, Georgia, and R. M. Hitch and R. L. Denmark of Chatham county, Georgia.

Ga., Vidalia.—The Georgia Coast & Piedmont Railroad Co. has not decided to build from Collins to Vidalia, about 20 miles, the question being yet open as to whether the line will run to Vidalia or to Lyons, five miles east of there. A. De Sola Mendes is vice-president and general manager at Darien, Ga.

Ga., Wrightsville.—The Wrightsville, Adrain & Lyons Railroad Co. has organized to build a line of about 40 miles connecting the points named, but it is not decided when work will begin. The officers are: T. J. James, Adrian, president; W. C. Oliver, Lyons, first vice-president; J. H. Rowland, Wrightsville, second vice-president; W. F. Staten, Adrian, secretary; E. J. Sumner, Wrightsville, treasurer; headquarters at Adrian.

Ky., Cynthiana.—The Cynthiana, Newport & Licking Valley Traction Co. has opened offices preparatory to beginning construction of its line from Cynthiana to Paris and Newport, Ky., about 65 miles. W. S. Gray of Gray & Co., railroad contractors, Louisville, Ky., is consulting engineer, and bids may be soon invited. (Previously mentioned February 10.)

La., Jennings.—The Lake Arthur, Jennings & Northern Railroad Co. is reported to have sold \$120,000 of bonds voted by Ward 10 for building it, and it is expected the date will soon be named for a survey and construction. Line is to run from Lake Arthur to Jennings, and possibly Elton and Alexandria, La. E. P. Fox is president and general manager and B. B. Bliss is secretary.

Md., Baltimore.—The Baltimore & Pennsylvania Railway Co., recently chartered by the Legislature, proposes to build an interurban electric railway connecting Baltimore with Hanover, Pa., and other points. Construction from a point near Baltimore is to begin shortly by the Maryland Construction & Development Co., which has the contract. The work immediately proposed is from Baltimore to Hanover, 42 miles. Office at 1209 Calvert Bldg., Baltimore. Directors: J. Pierce Bruns, president, Baltimore, Md.; Jacob H. Sherman, vice-president, Carroll county; Newton S. Watts, also of Carroll county, treasurer; Joseph P. Reynolds of Baltimore, secretary; John H. Wilson and Jacob A. Frederick of Carroll county; W. T. Detrick, Daniel S. Reisenweber, J. S. T. Waters, I. Howard Tebbis of Baltimore and William H. Alexander. Route via Fowlesburg, Arcadia, Hampstead, Greenmount and Manchester, Md.

Miss., Jackson.—The New Orleans Great Northern Railroad is reported to have bought right of way for an extension of several miles and will build its own terminals in Jackson, Miss. N. G. Pearsall is general manager at Bogalusa, La.

Mo., Kansas City.—According to a dispatch

from Chicago, the Santa Fe will spend \$2,000,000 for a new bridge at Kansas City. C. F. W. Felt is chief engineer at Topeka, Kans.

N. C., Ahoskie.—B. B. Winborne of Murfreesboro, N. C., will apply for a charter to build the proposed railroad from Ahoskie to Emporia, Va., about 65 miles. W. S. Goodwyn of Emporia, Va., will apply for the charter in that State.

N. C., Marion.—The T. T. Adams Company, 709 Mutual Bldg., Richmond, Va., is inviting bids to build eight miles of narrow-gauge steam logging railroad along Armstrong Creek, in this (McDowell) county.

Okla., Anadarko.—The Anadarko & Western Railway Co. has been chartered to build a line 50 miles long in Caddo county from a point near Alden via Anadarko to a point near the boundary of Grady county. The incorporators are C. H. Ford, president; G. D. Driskill, vice-president; L. M. Spivey, secretary; W. F. McCracken, treasurer; L. J. Olge, E. H. Luitweller, A. Youngheim, M. Leonard, H. C. Bradford and B. J. Mitchell, all of Anadarko.

Okla., Muskogee.—The Muskogee Transit Co., capital \$100,000, has been chartered to build an interurban railway from Muskogee to Wagoner, Corbett, Coweta, Broken Arrow, Tulsa, Sapulpa, Haskell, Boynton, Okmulgee, Checotah, Warner, Webberville, Illinois Station, Braggs, Fort Gibson, Henryetta and intervening towns, 225 miles. The directors are E. W. Mangson and Oliver J. Barwick of St. Louis, O. D. Revell of Asheville, N. C.; Tams Bixby, Charles W. Bliss, M. R. Williams, Thomas P. Smith, M. M. Bragdon, N. F. Hancock, W. N. Sayer and George A. Murphy of Muskogee, Okla.

Okla., Oklahoma City.—Reported that the Frisco system will build new terminals at Oklahoma City to cost \$400,000. F. G. Jonah is chief engineer of construction at St. Louis, Mo.

Okla., Oklahoma City.—The Santa Fe system, it is reported, contemplates building an addition to its terminals at Oklahoma City. C. A. Morse is chief engineer at Topeka, Kans.

Okla., Okmulgee.—The directors of the Okmulgee & Coaltion Railroad, recently chartered to build a line from Okmulgee to Coaltion, eight miles, are W. J. Cook of Muskogee, C. S. Dawley, N. D. Boyd, T. J. Baker, Walter W. Martin, E. W. Gill, A. F. Seidler, Lee O. Voorhees, G. W. Mecklin, A. D. Kennedy, John A. Bedford and R. D. Carpenter of Okmulgee.

Okla., Walters.—A dispatch states that construction has begun on the Kansas, Lawton & Gulf Railroad at Walters, the line to run from Oklahoma City to Wichita Falls, Tex. A. W. Greene is president and J. M. Bellamy of Lawton, Okla., vice-president.

S. C., Spartanburg.—An officer of the Greenville & Spartanburg Electric Railway Co. is quoted as saying that while surveys are not fully completed, it is expected to begin construction soon. Several bridges required; length, 32 miles. E. H. McCullough of Greenville and others are interested.

Tenn., Bristol.—Rumored that the Virginia & Southwestern Railway is contemplating an extension into coal fields in Harlan county, Kentucky. J. H. McCue is manager at Bristol, Tenn. W. W. Finley is president at Washington, D. C., and also president of the Southern Railway.

Tenn., Chattanooga.—Official denial is made of the report that the Louisville & Nashville Railroad Co. contemplated an extension from Old Point to Chattanooga.

Tex., Cleburne.—H. M. Hyatt of the Empire Construction Co., St. Louis, Mo., is quoted as saying that he is organizing a company to build an interurban railroad from Dallas to Cleburne, Tex., via Eagle Ford, Gates, Grand Prairie, Webb, Mansfield, Lillian, Pleasant Point, Alvarado and Messtons.

Tex., Cleburne.—The Santa Fe system, it is reported, will spend \$350,000 for new freight yard and other facilities at Cleburne. C. F. W. Felt is chief engineer at Topeka, Kans.

Tex., Dallas.—The Dallas Terminal Railway & Union Depot Co. has applied for authority to build yards in the southern part of Dallas and near Austin, Henning and Belview Sts. W. C. Connor is president.

Tex., Galveston.—According to a dispatch from Chicago, the Santa Fe will spend \$2,000,000 this year for revising line between Galveston and Coleman, Tex. C. F. W. Felt is chief engineer at Topeka, Kans.

Tex., Houston.—The Houston & Bay Shore Traction Co., promoted by A. F. Irwin of Detroit, Mich., and others to build 24 miles of line connecting Houston, La Porte and other points, will have 19 bridges and cul-

verts, most of them of concrete. Frederick Bushy and J. S. Miller are the construction engineers.

Tex., Quanah.—The Quanah, Seymour, Dublin & Rockport Railroad Co. will build 473 miles of line from Quanah to Rockport, Tex., on Aransas Bay via Medicine Mound, Thalia, Seymour, Strawn, Dublin and Austin. The incorporators are L. E. Walker of Marshall, Tex., president and general manager; Harry Koch and Porter A. Whaley of Quanah, Tex.; T. L. Davie of Austin, S. Plants of Seymour and S. T. Ditcher of Dublin, Tex. M. K. Iler is vice-president; G. L. Vining, secretary-treasurer, and R. Y. Walker, chief engineer. Construction will begin in perhaps two months. Date for inviting bids not yet fixed.

Tex., San Antonio.—An officer of the Missouri, Kansas & Texas Railway denies the report saying that nothing has been done looking toward the acquisition of terminals at San Antonio or building an extension south from there.

Tex., Stephenville.—The contemplated extensions of the Stephenville North & South Railway, for which charter amendments have been approved, are Hamilton to Gatesville, 32 miles; Stephenville to Thurber, 26 miles; Hamilton to Comanche, 35 miles. W. S. Watson is secretary at Stephenville, Tex.

Tex., Smithville.—James H. Collins, constructing engineer, 88 La Salle St., Chicago, has investigated the proposed route of the Smithville & Aransas Pass Railroad, and, it is said, has made financial arrangements to build the line. As soon as propositions to the various towns are accepted survey will begin.

Tex., Temple.—Construction of the Temple & Northwestern Railway has been started at Hamilton, Tex. John L. Spurlin of Hamilton, Benjamin Haralson of Temple and others are interested. C. M. McConico and J. S. Moore of Lufkin, Tex., are the contractors.

W. Va., Elkins.—The Coal & Coke Railway, it is reported, is surveying for a contemplated extension to Rowlesburg, W. Va., about 35 miles. R. H. Pembroke is chief engineer at Elkins, W. Va.

W. Va., Elkins.—The Coal & Coke Railway is reported to have begun construction of its extension from Roaring Creek Junction to Elkins, eight miles. R. H. Pembroke is engineer.

W. Va., Fairmont.—An officer of the Baltimore & Ohio Railroad is quoted as saying that a spur one mile long will be built along Lost Creek Valley to the operation of the Upper Lehigh Coal Co. A. W. Thompson is chief engineer at Baltimore, Md.

W. Va., Kingwood.—The Cheat River & Monongahela Valley Railroad Co., which proposes to build a line from a point near Albright, in Preston county, West Virginia, to a point near the State boundary at Cheat Haven, Pa., has organized by electing Neil J. Fortney president, E. M. Lantz vice-president and treasurer, W. S. Downes secretary, and Julius K. Monroe general manager.

W. Va., Kingwood.—The Atlantic Northern Railroad Co., which proposes to build a line from Parsons, on the Western Maryland Railroad, along the Cheat River to Rowlesburg, on the Baltimore & Ohio, has organized by electing James W. Flynn president, William M. Schaeffer vice-president, E. M. Lantz treasurer, W. S. Downes secretary, Julius K. Monroe general manager, all at Kingwood, W. Va.

W. Va., Welch.—A movement is reported under way to build an electric railway from Welch to Pageton, thence to the Elkhorn and back to Welch, about 35 miles. The Mayor may be able to give information.

STREET RAILWAYS

Ga., Valdosta.—The Valdosta Street Railway Co. has decided to build an extension and form a belt line. W. S. West is president.

Miss., McComb City.—W. M. White and J. J. White, Jr., who have been granted a street-railway franchise, propose to build a line about one mile long and operate it with a gasoline motor car.

N. C., Goldsboro.—The Goldsboro Electric Street Railway has been completed and has operated its first car.

Okla., Oklahoma City.—The Oklahoma City & Suburban Railway, according to a report quoting an officer, has let contracts to John Alley and Matt Corrigan of Oklahoma City for the construction of lines from Britton to Edmund and south to Moore, besides lines in the city. W. A. Haller and others are interested.

S. C., Charleston.—The Charleston Consolidated Railway & Lighting Co. has been

chartered by Julian Mitchell, P. H. Gadsden and F. H. Horlbeck with \$1,500,000 common stock and \$500,000 preferred stock. It is proposed to lease the property and franchises of the Charleston Consolidated Railway, Gas & Electric Co., of which Mr. Gadsden is president, and the proceeds of its new preferred stock will be used for six miles of extension and other betterments, which have been decided upon.

Tex., Austin.—Application has been made by John Andreaewatha, a local engineer and contractor, for a street-railway franchise.

Tex., Beaumont.—Col. I. D. Polk has applied for a franchise to build an electric street railway in connection with his plan in which L. D. Ross of New York and others are associated to build an interurban railway from Beaumont to Port Arthur.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery and supplies wanted.

Air Compressors.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants air compressors; 1000 to 3000 feet free air per minute.

Automobile Supplies.—See "Machine shop Equipment, etc."

Bags.—W. Earle Hudson, care of Opelika Lumber Co., Opelika, Ala., wants prices on bags for sacking cracked cake and cottonseed meal for oil mill, Hamilton, Tex.; also sacks for hulls.

Bank Fixtures, etc.—Morristown Bank & Trust Co., E. M. Grant, president, Morristown, Tenn., will buy furniture and fixtures for remodeled bank building.

Bathubs, etc.—A. M. Carter, Jr., Box 26, Reynolds, Ga., wants prices on bathtubs and sinks.

Blower System.—Farmers' Ginnery, W. P. King, manager, Clarks Hill, S. C., wants suction for two 70-saw gin outfits.

Boiler.—Farmers' Ginnery, W. P. King, manager, Clarks Hill, S. C., wants 40-horse-power boiler.

Bottles, etc.—Dr. Geo. Brown, care of Sanitarium, R. F. D. No. 4, Atlanta, Ga., wants bottles, cartons and labels.

Bottling Machinery.—Ferdinando Bounous, Turin, Italy, wants addresses of manufacturers of apparatus for corking (closing) and uncorking (unclosing) bottles.

Boilers.—Rebuilt Machine & Wrecking Co., Louisville, Ky., wants one 20, one 40 and one 60-horse-power fire-box boilers.

Brick.—W. Earle Hudson, care of Opelika Lumber Co., Opelika, Ala., wants prices on common brick for oil mill, Hamilton, Tex.; also fire-brick.

Bricks.—Albert L. Dunn, Box 657, Atlanta, Ga., wants prices on bricks for \$15,000 dwelling.

Bricks.—John O'Neill, 2415 York Rd., Baltimore, Md., wants prices on about 80,000 old bricks.

Brick Machinery.—Wm. C. Smith, 431 North Robinson St., Oklahoma City, Okla., wants data and estimates on complete equipment for plant with annual output of 10,000,000 bricks.

Bridge Construction.—Park Commissioners, Paul M. Pope, secretary, 301 City Hall, Oklahoma City, Okla., will open bids May 2 for construction of concrete culverts and bridges on Grand boulevard; plans and specifications on file in office of chief engineer of board; bidders to deposit cash or certified check for 3 per cent. of bid.

Bridge Construction.—D. M. Miles, Supervisor, and Commissioner S. H. Culbreth will award contract May 5 for construction of wooden bridge over creek on road leading from Landrum to North Carolina line, and another structure about one-half mile below said bridge over same creek; also on May 18 D. M. Miles, Supervisor, and Commissioner P. P. L. Martin will award contract for construction of bridge over Lawson's Fork near

Drayton Mills; bids to be received on both wood and steel structure; J. W. Martin, clerk of Commission.

Brick Machinery.—Reynolds White Sand Co., 706½ State St., Bristol, Tenn., wants addresses of manufacturers of sand-brick machinery.

Building Materials, etc.—Van Horn & Son, Box 571, Tulsa, Okla., want prices on cement, plaster and Portland millwork, sheet-metal work, reinforcing steel, etc., for \$50,000 edifice.

Building Supplies.—Joseph S. Shaw, Algoma, W. Va., wants prices on cement, roofing, lime, wall plaster, etc., with view to representation by company located at North-folk, W. Va.

Brick Machinery.—B. A. Irby, 502 East 7th St., Charlotte, N. C., wants machinery for brick plant.

Building Materials.—S. R. Cobill, Hancock, Md., wants prices on sash, doors, door frames, oak stairway, columns for porch and inside trimming for dwelling.

Burlap-cleaning Machinery.—Mortimer Williams, Petersburg, Va., wants addresses of manufacturers of machinery for cleaning second-hand burlap bags.

Canal Construction.—Board of Drainage Commissioners of State of Florida, J. C. Luning, secretary, State Capitol, Tallahassee, Fla., will receive bids until June 15 for excavating five drainage canals in the Everglades; aggregate length, 215 miles; construction requires excavating of 15,750,000 cubic yards of earth and 5,250,000 cubic yards of rock. Specifications and blank proposal forms can be obtained by application to office of J. O. Wright, chief drainage engineer, Tallahassee; each bid to be accompanied by certified check for 2 per cent. of amount of proposal, payable to W. W. Knott, State Treasurer.

Canning Machinery.—Clarks Hill Canning Co., J. M. Rich, manager, Clarks Hill, S. C., wants canning outfit, including cans, labels, etc.

Cars.—Bowdon Railway Co., J. L. Lovvorn, president, Bowdon, Ga., wants cars.

Cars.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants six standard-gauge flat cars, 60,000 pounds or lighter; small combination passenger and baggage car; 12 dump cars, 8 yards and over; also standard-gauge handcar.

Cement.—See "Building Supplies."

Church Furniture.—E. C. Shafer, Brunswick, Md., wants prices on church furniture.

Clayworking Machinery.—Brookhaven Pressed Brick & Manufacturing Co., Brookhaven, Miss., wants second-hand clay gatherer.

Coal.—W. Earle Hudmon, care of Opelika Lumber Co., Opelika, Ala., wants prices on steam coal for oil mill, Hamilton, Tex.

Coffee Machinery.—Ferdinando Bounous, Turin, Italy, wants data on machinery for torrefying coffee.

Concrete Mixer.—Van Horn & Son, Box 571, Tulsa, Okla., want prices on concrete mixer.

Concrete Mixers.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants two two-yard Chicago cube concrete mixers; also two two-yard concrete mixers of other makes.

Crushing Machinery.—J. W. Stewart, East Stone Gap, Va., wants information and prices on machinery for crushing limestone for agricultural purposes.

Cranes.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants two 10 to 20-ton traveling cranes.

Culvert Construction.—Board of Public Affairs, care of F. M. Oliver, clerk, Little Rock, Ark., will receive bids until May 2 for construction of concrete culvert through Vance St., between 14th and 15th Sts.; plans and specifications on file in office of board.

Curbing.—Office of Commissioners District of Columbia, Washington, D. C. Proposals will be received until May 23 for furnishing District government during fiscal year beginning July 1, 1910, and ending June 30, 1911, with granite curbing. Forms of proposals, specifications and necessary information may be obtained upon application to property clerk, D. C., Room 330 District Bldg.; Cuno H. Rudolph, John A. Johnston, William V. Judson, Commissioners, D. C.

Distilling Machinery.—Adolph Kopp, 120 Liberty St., New York, wants addresses of manufacturers of apparatus to distill wood liquor and tar from Mexican mangle tree, for manufacture of acetate of lime, wood-tar cresote and wood-tar pitch; factory at Vera Cruz, Mexico.

Drainage.—W. L. Bower, ditch commissioner for McCracken county, Paducah, Ky., will open bids May 7 for construction of pub-

lic drainage ditch from Husband's road, where crossed by Island Creek, to West Fork of Clark's River, distance of 16,680 feet; detailed specifications, plan and profile on file in county clerk's office, and other information will be furnished by H. L. Harrison, engineer, or Mr. Bower.

Drills, etc.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants 12 rock drills, 2-inch and 3-inch holes; also rock-drill sharpener.

Dredge and Buckets.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants large ladder bucket elevator dredge and 7 1/2-yard orange-peel buckets; also 8 2 to 2 1/2-yard clamshell buckets.

Electric-light Plant.—See "Water-works, etc."

Electric-light Plant, etc.—City of Graham, Va., offers electric-light and railway franchise; will sell water-works in connection, or separately; population 5000. Address R. Kemp Morton.

Electric-light System.—Office Constructing Quartermaster, Fort Dade, Egmont, Fla. Proposals will be received until May 20 for construction of electric-lighting system, consisting of inside and outside wiring, transformers, engines and generators and addition to power-house at Fort Dade; plans, specifications, etc., furnished on receipt deposit certified check for \$10.

Electrical Machinery.—N. W. Benefield, Bear Creek, Ala., wants data and prices on electrical machinery for water-power-electric plant. (See "Water-wheels.")

Electric Motors.—Fort Smith Couch & Bedding Co., Fort Smith, Ark., wants electric motors.

Electric Motor.—Dr. Geo. Brown, care of Sanitarium, R. F. D. No. 4, Atlanta, Ga., wants electric motor.

Electric Plant.—R. H. Middleton, Clarks Hill, S. C., wants electric plant; probably for eight-room residence.

Electric Transmission Line.—City of Sylacauga, Ala., will receive sealed bids until May 2 for furnishing material to construct about 16 miles electric transmission line; also consider bids to furnish material and erect line; bids subject to rejection; specifications and further information supplied by S. P. McDonald, Mayor.

Electrical Supplies.—See "Machine-shop Equipment, etc."

Electric-lighting System.—First Lieut. W. E. McCleary, C. A. C., Constructing Quartermaster, Fort Caswell, N. C., will receive bids until May 25 for installing electric-power plant and electric-lighting system; information on application; plans and specifications may be obtained on deposit of \$10.

Elevators.—Geo. R. Lombard, care of Lombard Iron Works & Supply Co., Augusta, Ga., wants prices on two hand elevators for lifting to second-story, hardware warehouse.

Elevator.—Fort Smith Couch & Bedding Co., Fort Smith, Ark., wants freight elevator.

Emulsifying Machinery.—Dr. Geo. Brown, care of Sanitarium, R. F. D. No. 4, Atlanta, Ga., wants emulsifying machinery.

Engine.—Triple-State Electric Co., Charleston, W. Va., wants prices, specifications, etc., on 30 to 50-horse-power second-hand engine for generator.

Engine.—See "Water Supply."

Engine.—Farmers' Ginnery, W. P. King, manager, Clarks Hill, S. C., wants 35-horse-power engine.

Engraving Machinery, etc.—Joseph Spiero, 17 Battery Pl., New York, wants (for European parties) names of manufacturers of machines for engraving name on metal.

Excelsior Machinery.—McKeel-Richardson Hardware Co., 153 Main St., Washington, N. C., wants information on excelsior machinery.

Fertilizer Manufacturers.—B. F. Williams, Lehigh, Okla., wants addresses of fertilizer manufacturers.

Fire-department Equipment.—Sealed proposals will be received by Robert Tait, City Treasurer, Montgomery, Ala., until June 6 for installation of two steam fire engines, Nos. 1 and 2; two combination chemical and hose auto cars, complete; 6000 feet 2 1/2-inch rubber-lined cotton hose, according to specification on file in office of City Engineer; certified check for 5 per cent. of amount of bid to accompany same; City Council reserves right to reject bids.

Fire Equipment.—See "Hose Wagon."

Fertilizer Machinery.—B. F. Lipscomb, Montgomery, Ala., wants information on manufacture of fish scrap and cost of material; also prices on machinery for plant of 15 tons daily capacity.

Flooring.—See "Lumber."

Fuel-oil Equipment.—W. Earle Hudmon, care of Opelika Lumber Co., Opelika, Ala., wants to correspond with manufacturers of fuel-oil equipment for oil mill, Hamilton, Tex.

Gasoline Engine.—L. A. Dozier, manager Dozier Mining Co., Elberton, Ga., wants gasoline engine.

Gasoline Engine.—See "Water-works."

Ginnery.—Farmers' Ginnery, Clarks Hill, S. C., wants 70-saw gin.

Grinding Mills.—L. A. Dozier, Dozier Mining Co., Elberton, Ga., wants mica-grinding mills.

Glass Tiling, etc.—Theo. Engelhardt, San Angelo, Tex., wants prices on glass or tile flooring and wainscoting for sanitarium operating-rooms.

Granite-block Machinery.—John Dunn, Son & Co., 80 Wall St., New York, want addresses of manufacturers of machine to cut and dress granite street-paving blocks 5 or 6 inches wide by 9 or 10 inches long; machines for export to Argentine Republic, for use in quarries with electric-power available.

Hardwood.—Building Committee, Kappa Sigma House, Columbia, Mo., wants prices on red gum for finishing.

Hammers.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants pile-driving hammer, steam, No. 1 and No. 2; No. 4 steam pile-driving hammer, and blacksmith steam hammer.

Heating Plant.—Albert L. Dunn, Box 657, Atlanta, Ga., wants prices on heating plant for 12-room dwelling.

Heating Plants.—Geo. R. Lombard, care of Lombard Iron Works & Supply Co., Augusta, Ga., wants prices on heating systems for eight-room brick house.

Heating Plant.—E. C. Shafer, Brunswick, Md., wants prices on heating plant for \$8000 church.

Heating System.—J. R. Murrain, Mayor, and Board of Aldermen of Shelby, Miss., will receive bids until May 10 for plumbing and heating proposed school; certified check for \$250, payable to the Mayor; plans and specifications on file with R. L. Coker, Town Clerk, or M. M. Alsop, architect, Itta Bena, Miss.

Heating System.—C. P. Walford, Clerk and Supervisor of Richmond (Va.) School Board, will receive bids until May 9 for heating and ventilating system for Hanover Ave. School; certified check for \$300, payable to order of School Board; plans, etc., on file at office of C. M. Robinson, architect, 922 East Main St., Richmond.

Heating, Ventilating.—Board of Education, Oklahoma City, Okla., will receive sealed bids until May 9 for installation and completion of heating and ventilating system in following schools: Section 16, Township 11 North, Range 3 West, Capitol Hills, Putnam Heights, and one at Kentucky and 9th Sts.; plans and specifications prepared by Layton, Smith & Hawk, Majestic Bldg., Oklahoma City; also Riverside school building, 421 West Maple St.; plans and specifications prepared by Van Meter & Schmitt, Room 823 Insurance Bldg., Oklahoma City; each bid must be accompanied by certified check for 10 per cent. of amount of bid, or bidder's bond, with approved securities; bids to be filed with Gus A. Elbow, secretary, Room 822 Insurance Bldg., Oklahoma City.

Holst.—Van Horn & Son, Box 571, Tulsa, Okla., want prices on steam holst.

Hoisting Engines.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants six hoisting engines, three-drum, 8x10 or 10x12, swinging gear.

Hose Wagon.—Captain Ocean Fire Co., Box 232, Washington, N. C., wants one-horse hose wagon.

Hydraulic Ram.—See "Water Supply."

Ice Machinery.—Rebuilt Machine & Wrecking Co., Louisville, Ky., wants 10-ton ice machine; give age, location and price.

Kettles.—See "Paint Machinery, etc."

Labels.—See "Bottles, etc."

Lighting Fixtures, etc.—Albert L. Dunn, Box 657, Atlanta, Ga., wants prices on electric-lighting fixtures and wiring.

Locomotives.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants standard-gauge locomotive, 6 wheels, 20 to 30 tons; also two 10 to 20-ton dinky locomotives, 36-inch gauge.

Locomotives.—Bowdon Railway Co., J. L. Lovvorn, president, Bowdon, Ga., wants locomotives.

Locomotive.—Louisville & Wadley Railroad Co., Wadley, Ga., contemplates purchase of second-hand 10-wheel locomotive for engine; weight 45 to 50 tons, exclusive of tender; 16 or 17x24 cylinders.

Lumber.—W. A. Lillier, Keyser, W. Va.,

wants prices on hemlock frame lumber, yellow pine flooring and siding.

Lumber.—W. Earle Hudmon, care of Opelika Lumber Co., Opelika, Ala., wants prices from East Texas and West Louisiana mills on lumber for oil mill, Hamilton, Tex.; will send list of wants.

Machine-shop Equipment, etc.—Rickard Supply Co., Lexington, S. C., wants quotations on machine-shop equipment, dynamos, electrical supplies, vulcanizers, general auto supplies and repairs for boilers and engines.

Metal Ceiling.—Theo. Engelhardt, San Angelo, Tex., wants prices on metal ceiling.

Metal-working Machinery.—Pittsburg Corliss & Roofing Co., McAlester, Okla., wants catalogues and prices on power brake, eight-foot shears, circle mold machine, elbow machine, etc.

Mining Machinery.—L. A. Dozier, manager Dozier Mining Co., Elberton, Ga., wants miners' picks; also mills for mica grinding.

Paving and Sewers.—City of Princeton, W. Va., will receive bids until June 8 for construction of about three miles standard macadam, tar or asphalt macadam, including such patented pavements as bitulithic and tarvia, with concrete curb and gutter; also for construction of sanitary sewers, with small amount of 24-inch cast-iron pipe, and vitrified pipe of sizes 10, 12, 15, 18, 20, 22, 24, 27 and 30 inches, with necessary manholes and lampholes; each sewer bid to be accompanied by certified check for \$500 and paving bids by \$1000 certified check; successful bidder to furnish bond to 25 per cent. of contract price; right to reject bids reserved; plans and specifications with F. R. Van Antwerp, chief engineer, after May 25.

Mosaic Tile.—See "Tile."

Paint Machinery, etc.—Durlacque Manufacturing Co., 2322 Olive St., St. Louis, Mo., wants machine for filtering varnishes and volatile liquids; also steam kettles for boiling volatile oils with gums.

Paper-box Machinery.—Frank Hall, Homestead, N. J., wants information and prices on machine for folding and labeling four-fold cardboard package.

Ratchet Jacks.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants four 12-ton, two 20-ton and one 50-ton ratchet jacks.

Paving.—Street Committee, C. O. Gentry, chairman, Knoxville, Tenn., will receive bids until May 2 for paving Minnesota, Tennessee and New York Aves., Burnside, Galbraith, Bragg, Johnson and other streets; work includes macadamizing, grading, curbing and tiling; plans and specifications on file in office of Recorder of Lonsdale, R Station, Knoxville.

Paving.—Trustees of Chauncey Brooks estate (Harry Fahnestock, Walter B. Brooks and Gaylord Brooks), 24 Commerce St., Baltimore, Md., will receive bids until May 3 for grading, paving and curbing certain streets in Cloverdale; specifications on file at office of trustees; bids to be made on blank forms to be obtained at above office and state price for each item; bidders to make personal examination of location of proposed work and of character of excavation required; streets are Brooks La., Chauncey Ave. and Linden Ave.

Paving Material.—City Commissioners, Galveston, Tex., open bids at office of John D. Kelley, City Secretary, April 28 for furnishing 27,270 cubic yards of mudshell for surfacing streets in area covered by seawall improvement fill; plans and specifications on file in office of A. T. Dickey, City Engineer; certified check, 5 per cent. of bid; V. E. Austin, Commissioner of Streets and Public Property.

Paving.—Baltimore (Md.) Board of Awards will receive bids until May 4 at office of J. Sewell Thomas, City Register, City Hall, to grade, curb and pave with vitrified blocks Canton St., from Fairmount Ave. to Fayette St.; with sheet asphalt, asphalt blocks, bitulithic or vitrified paving blocks Hollins St., from Wilkens St. to Calverton Rd.; Philadelphia Rd., from Luzerne St. to eastern city limits, and Fayette St., from Luzerne St. to Lakewood Ave.; specifications and proposal sheets will be furnished upon application to above office; B. T. Fendall, City Engineer.

Piping.—See "Water-works."

Piping.—H. C. Alford, Mayor, Riverside, Ala., wants prices on terra-cotta piping for sewerage purposes. Give freight rates.

Piling.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants 400 piles, 60 to 70 feet long and 10 inches at small ends.

Piping.—Cave Spring Planing Mill, Cave Spring, Ga., wants prices on about 3000 feet one-inch new or second-hand piping for dry-kiln.

Planing mill Machinery.—W. L. Davis, manager Tulsa Furniture Factory, Tulsa, Okla., will open bids about May 1 on planing-mill machinery; cost about \$35,000.

Planer.—Rebuilt Machine & Wrecking Co., Louisville, Ky., wants 48 or 60-inch-bed second-hand planer; with side heads preferred; also to be used as stone planer; give description, location and photo.

Plaster.—See "Building Supplies."

Plumbing.—See "Heating System."

Plumbing.—Board of Education, Oklahoma City, Okla., will receive sealed proposals until May 9 for installation and completion of plumbing and sanitary system for following schools: Section 16, Township 11 North, Range 3 West, Capitol Hills, Putnam Heights, and one at Kentucky and 9th Sts.; plans and specifications prepared by Layton, Smith & Hawk, Majestic Bldg., Oklahoma City; each bid must be accompanied by certified check for 10 per cent. of amount of bid, or bidder's bond, with approved sureties; bids to be filed with Gus A. Elbow, secretary, Room 822 Insurance Bldg., Oklahoma City.

Press Cloth.—W. Earle Hudmon, care of Opelika Lumber Co., Opelika, Ala., wants prices on press cloth for oil mill, Hamilton, Tex.

Rails.—Board of Control, State Penitentiary, W. W. Heard, president, will receive sealed bids until May 15 at office, Baton Rouge, La., for 2½ or 3 miles relaying or new American steel rails, 35 or 40 pounds, f. o. b. cars Angola, La.

Rails, etc.—Bowdon Railway Co., J. L. Lovorn, president, Bowdon, Ga., wants rails, frogs and rail plates.

Rails, etc.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants 5000 feet 60-pound rails; also six switches.

Rails.—Sabel Bros., 508 West Bay St., Jacksonville, Fla., want five miles each of 25, 30, 35 and 40-pound steel relaying rail.

Railway Construction.—T. T. Adams Company, 709 Mutual Bldg., Richmond, Va., wants bids for constructing eight miles narrow-gauge steam logging railway on Armstrong Creek, in McDowell county, North Carolina.

Railway Equipment.—Louis Hart, Noca-lula Railway, Light & Power Co., Gadsden, Ala., wants prices on two cars, 40 passenger, 200 horse-power, four motors, two miles 60-pound rails, same of trolley wire, insulators, etc.

Reinforcing Steel.—See "Building Materials, etc."

Refrigerating Machinery.—B. Borden Commission Co., Little Rock, Ark., wants information and prices on new or second-hand small cold-storage plant.

Refrigerator.—Albert J. Dunn, Box 657, Atlanta, Ga., wants prices on refrigerator for 12-room residence.

Road Construction.—Trustees for Putnam County Bonds, S. Worden, secretary, 722 Water St., Palatka, Fla., will open bids May 7 for construction of hard-surfaced road from bridge across St. John's River at Palatka to St. Johns county line, and from point on this road to San Mateo, Fla., 10 miles; certified check for \$100 to accompany each bid; bidders can obtain plans and specifications upon deposit of \$5 by applying to R. F. Ensey, County Engineer, Palatka.

Road Construction.—Road Directors of Allegany County, Clinton Uhl, chairman, Mount Savage, Md., will receive bids until May 4 for grading and macadamizing one mile of Corriganville Rd., between Narrows and Corriganville; proposals to be made on forms furnished by State Geological Survey Commission, to be obtained through its office in Baltimore, Md.; plans and specifications on file with Road Directors at Cumberland, Md.; steam roller and stone crusher will be furnished contractor by county under conditions named in contract and specifications; each bid to be accompanied by certified check for \$200.

Road Construction.—Bids will be received at Clerk's office of Henry county, Martinsville, Va., until May 5 for construction of macadam road in Henry county; plans and specifications on file in Clerk's office, Martinsville, and of State Highway Commissioner, Richmond, Va.; engineer will be in Martinsville on April 26 to go over road with prospective bidders; certified check for \$200 to accompany each bid; specifications furnished on application to State Highway Commissioner, P. St. J. Wilson, Richmond, Va.

Road Roller.—Box 546, Macon, Ga., wants three to four-ton tandem second-hand steam roller for asphalt paving; give price and make.

Road Construction.—Board of Revenue of Jefferson county, Birmingham, Ala., will open

bids April 29 for slagging and cherting four miles of Wylam and Elbo road; certified check for \$300 to accompany each bid. For further information address J. W. Gwin, County Engineer, 103 Courthouse, Birmingham.

Road Construction.—Park Commissioners, Paul M. Pope, secretary, Oklahoma City, Okla., will open bids May 2 for grading and otherwise improving center driveway of Grand Boulevard from 10th to 16th St. and from 26th St. north to Station 103; plans, specifications and profiles on file in office of chief engineer of Park Commissioners, 301 City Hall; bidders to deposit cash or certified check for 3 per cent. of bid.

Rolling Partitions.—Van Horn & Son, Box 571, Tulsa, Okla., want prices on rolling partitions for \$50,000 edifice.

Roofing.—W. Earle Hudmon, care of Opelika Lumber Co., Opelika, Ala., wants prices on composition and metal roofing and siding for oil mill at Hamilton, Tex.

Roofing.—See "Building Supplies."

Sand Machinery.—Burke-Andrus Sand Co., foot of H st., Fort Smith, Ark., wants machinery for drying and screening sand for engine use.

Safe, etc.—H. J. Nettles, Farmers and Merchants' Bank, Hartsville, S. C., wants prices on safe, vault and bank fixtures.

Sawmill.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants sawmill, without boiler, to saw 24-inch logs.

Sawmill Machinery.—Barber Lumber Co., Harburg, Tex., wants steam nigger and loader; also carriage and head block.

Screens.—See "Sand Machinery."

Sewer Construction.—See "Water-works, etc."

Sewer Construction.—City of Princeton, W. Va., F. R. Van Antwerp, chief engineer, will receive bids until June 8 for construction of sanitary sewers. (See "Paving and Sewers.")

Sewer Construction.—T. L. Chisholm, Mayor, and Board of Aldermen, Sanford, N. C., will open bids May 17 for construction of sewerage system; will consist of seven miles of pipe sewer from 8 to 20 inches diameter and appurtenances, and concrete settling tank; plans and specifications on file in office of Mayor, and copies of specifications, proposals, etc., may be obtained from Gilbert C. White, engineer, Durham, N. C.; certified check, \$1000.

Sewer Construction.—D. C. Fenstermaker, Tulsa, Okla., will receive bids until May 1 for construction of storm sewer across Boston Ave., between 15th and 16th Sts.; also for construction of storm sewer south of 12th St. and west of Cincinnati Ave., across Block 204, Old Town and Woodlawn Addition; plans, profiles and specifications on file with D. C. Fenstermaker, City Engineer; certified check 5 per cent. of bid.

Sewer Construction.—City of Madill, Okla., will let contract May 9 for \$20,000 sewer system; plans by Southwestern Engineering Co., Oklahoma City, Okla.; plans and specifications on file at office of J. S. Dillingham, City Clerk.

Sewer Construction.—City Council, St. Petersburg, Fla., will receive bids until May 5 for construction of sewer system; No. 9, 234 feet of 6-inch pipe; No. 10, 720 feet 6-inch pipe; No. 11, 280 feet of 10-inch pipe and 1250 feet of 6-inch pipe; No. 12, 6862 feet of 6-inch pipe and 2750 feet of 8-inch pipe and 1325 feet of iron pipe, 8 inches; work to be constructed under supervision of sanitary committee and City Engineer in accordance with plans and specifications in office of City Clerk; each bid on Nos. 9, 10 and 11 to be accompanied by certified check of 10 per cent. of bid, and No. 12 by check of 5 per cent. of bid; W. F. Divine, City Clerk.

Sewer Construction.—Trustees of Chauncey Brooks estate (Harry Fahnestock, Walter B. Brooks and Gaylord Brooks), 24 Commerce St., Baltimore, Md., will open bids May 3 for laying sewers and storm-water drains in "Cloverdale," according to specifications at office of trustees; bids to be made on blank forms to be had at said office, and give price for each item; bidders to make personal examination of location of proposed work and of character of excavation required; approximate quantities sewers for house drainage, 6000 linear feet of terra-cotta pipe, with manhole covers and frames, manhole steps, brick masonry, etc., as specified; storm-water drains, 3650 linear feet of terra-cotta pipe, with necessary manholes, connections, concrete inlets, covers, etc., as specified.

Sheet-metal Work.—See "Building Materials, etc."

Showcases.—See "Store Fixtures."

Skidders.—J. H. Macleary, Suffolk, Va., wants two double-drum friction skidding ma-

chines, with boiler and without boiler; 8x10-inch cylinder and 7x10-inch cylinder; quote price f. o. b., giving condition and time of delivery.

Skip Boxes.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants 12 two to four-yard iron skip boxes (stone and dirt).

Steam Shovel.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants 50 to 70-ton steam shovel.

Steel Sheds.—Bids will be received by Board of Commissioners of port of New Orleans, La., Hugh McCloskey, president, at their office, 601-602 Hibernia Bank & Trust Co. Bldg., until May 20 for fabrication and erection of structural steel and cast iron for any or all of following sheds: Eighth-Harmony St. shed No. 2; 6th St. shed; 3d St. shed; Soraparu St. shed; Branch M. King shed; deposit \$1000, cash or certified check; plans, specifications, proposal forms, etc., prepared by J. F. Coleman & Co., engineers, are on file at office of engineer, A. C. Bell, 606 Hibernia Bank & Trust Co. Bldg., New Orleans, La., by whom full sets will be furnished on deposit of \$25.

Store Fixtures.—Chas. Ringe, care Oklahoma City Development Co., 14 Ziegler Bldg., Oklahoma City, Okla., wants addresses of manufacturers of showcases and fixtures.

Steel Laths, etc.—Theo. Engelhardt, San Angelo, Tex., wants prices on wire and steel laths for plastering.

Steam Cylinders.—Laurinburg Oil Co., Laurinburg, N. C., wants to correspond with manufacturers of steam cylinders for cotton presses.

Tanks.—Wm. H. Flaherty, 170 Hawthorne St., Brooklyn, N. Y., or Guild, Tenn., wants four 100-pound air-receiver tanks, 4 to 8 feet diameter, 10 to 30 feet long.

Terra-cotta Piping.—See "Piping."

Terra-cotta.—Paine & Jones, 820½ Gar Ave., Fort Smith, Ark., want prices on terra-cotta for \$75,000 school building.

Tile.—Southern Tile & Stone Co., 63 Central Ave., Atlanta, Ga., wants to correspond with manufacturers of mosaic and other tile, with view to representation.

Tools.—J. W. Babbett, Erin, Tenn., wants to correspond relative to placing order for manufacture of patent wire stretcher, to be made of soft steel; weighs 10 pounds.

Vulcanizing Machinery.—See "Machine-shop Equipment, etc."

Water-distributing System.—Bids will be received at office of Capt. David L. Stone, U. S. A., Constructing Quartermaster, Fort Sill, Okla., until May 19 for construction of water-distributing system; specifications, blueprints and further information furnished on application to Captain Stone; certified check for \$5 required to secure plans, etc.

Water-distributing System.—Bids will be received at office of George Vidmer, Captain 11th Cavalry, Constructing Quartermaster, Fort Oglethorpe, Ga., until May 9 for con-

struction of water-distributing system for use during coming maneuvers; full information, necessary blank forms, etc., furnished upon application to Captain Vidmer.

Water Supply.—L. G. Bell, Clarks Hill, S. C., wants ram or engine for water supply to truck farm.

Water Supply.—D. W. Sharpton, Clarks Hill, S. C., wants ram or engine for residence water supply.

Water-wheels.—N. W. Benefield, Bear Creek, Ala., wants data and prices on water-wheels and information on power developing.

Water-works.—Water Commission, William F. Wilcox, C.E., general manager, Meridian, Miss., will open bids May 3 for construction of 8500 feet of 24-inch reinforced concrete conduit; certified check for 5 per cent. of bid; specifications may be obtained from Mr. Wilcox, or C. C. Dunn, president of commission. (Date postponed from April 5, as lately stated.)

Water-works.—C. E. Murray, Decherd, Tenn., wants prices on pump; 3000 gallons per hour capacity; 75 feet elevation and 75 feet suction from well; gasoline engine; also piping, about three inch and less.

Water-works.—City of Fort Smith, Ark., W. J. Johnston, Mayor, will soon receive bids on extension to water-works system; bids on complete work or separate bids will be taken on pipe and material; 6 or 24-inch pipe; also 50 to 100 hydrants and necessary specials.

Water-works.—Riverside City Development Co., H. C. Alford, 510 Empire Bldg., Birmingham, Ala., will open bids about May 26 for construction of water-works system; reservoir to have 500 gallons per minute capacity; will erect buildings and install pumps, boilers, concrete or sheet-iron standpipe, etc.; cost \$15,000.

Water-works.—King Mercantile Co., Clarks Hill, S. C., wants water-works to supply water from spring nearby to premises, store, garden, lawn and to Farmers' Ginney; minimum, 2000 gallons daily; ram, windmill or gasoline engine required.

Water-works, etc.—Bids will be received by Mountain View, Okla., until May 4 for cast-iron pipe and specials, hydrants and valves, boilers, heater, engine, feed-water pumps, generators, exciter and switchboard, series arc and tungsten street lights, pole-line equipment, sewer pipe, manhole castings, siphons, cement, brick and sand necessary for construction of water, electric-light and sewer systems. Specifications on file with O'Neil Engineering Co., Dallas, Tex., engineer in charge.

Water-works.—City of Graham, Va., will sell water-works in connection with electric-light and railway franchise or separately. Address R. Kemp Morton. (See "Electric-light Plant, etc.")

Windmill.—See "Water-works."

Woodworking Machinery.—B. A. Irby, 502 East 7th St., Charlotte, N. C., wants lumber manufacturing machinery.

INDUSTRIAL NEWS OF INTEREST

Boston Sales Manager.

The Wisconsin Engine Co., Corliss, Wis., announces that it has appointed Benjamin K. Hough its Boston sales manager, who will represent the company in the sale of its products in the New England States. Mr. Hough's offices will be in the Oliver Bldg., Boston, Mass.

Contract for Mattresses.

Contract for supplying 10,000 mattresses has been awarded by the Quartermaster of the U. S. Army to the Little Rock (Ark.) Mattress Co. at \$36,000. The contract was awarded at St. Louis, and is said to be the first of its kind secured by a Southern factory.

Wants Power Development Engineer

N. W. Benefield of Bear Creek, Ala., is interested in a plan to develop a water-power for transmitting electricity, and is prepared to engage an engineer for the proposition. He also wants data and prices on dam construction, water-wheels, electrical generators, etc.

Wants Agent for Electrical Supplies.

The Heany Fireproof Wire Co., 25 Broad St., New York, manufacturer of the Heany pure asbestos insulated wires, wants to secure agents in the Southern States. The company is particularly interested at present in having an agent located at Atlanta thoroughly acquainted with the requirements of the leading users of electric power, including manufacturers of motors, transformers, etc., and electric traction and lighting

companies. The company will be glad to hear from reliable parties in a position to take up the proposition.

Galena Signal Oil Co. in Atlanta.

The Southern sales office of the Galena Signal Oil Co., which has been in Wilmington, N. C., has been moved to Atlanta, Ga., where it will be located in the Forsyth Building. This office covers that territory extending from North Carolina to Texas, and is in charge of George L. Morton, Southern sales manager.

Wm. M. Brown's New Connection.

Wm. M. Brown, formerly corresponding secretary of the Clinchfield Coal Corporation, has resigned his position for that company and has associated himself with the firm of F. G. Hatton & Co. of Roanoke, Va. This company is selling agent for coal and coke, and its field extends throughout the South.

Northampton Portland Cement Co.

In a reference in this column last week to the Northampton Portland Cement Co., general offices, 30 Church St., New York, it was erroneously stated that W. C. Edwards will have charge of the sales department. This should have read W. C. Webster. Mr. Webster is vice-president and treasurer of the Northampton Portland Cement Co.

Secures Larger Offices.

The Des Moines Bridge & Iron Co., general offices, Des Moines, Ia., announces that its Pittsburg offices are now located in more

commodious rooms at 891-893 Curry Bldg., Fourth Ave. and Ross St. This company manufactures and erects bridges, structural steel, water towers, mill buildings, tanks and plate work, etc.

Secures More Floor Space.

The Alberger Condenser Co. and the Alberger Pump Co. announce the removal of their offices from 95 Liberty St. to the West Street Bldg., 140 Cedar St., New York. In their new offices these companies have 4800 square feet of floor space on one floor, whereas in their former offices they occupied 2550 square feet, distributed on two floors.

Some Browning Contracts.

Browning Manufacturing Co., Cleveland, O., with works at Mansfield, O., has completed the erection of two 1½-yard scraper-bucket excavators with 75-foot boom at points on the New York barge canal, and one of the same size for placer mining in Arizona. The company has also about completed a two-yard machine for irrigation work in Nebraska.

A Contract for Electrical Equipment.

The Carolina Electrical Co., 110 Fayetteville St., Raleigh, N. C., has been awarded a contract to supply the electrical equipment for the engineering building to be erected for the North Carolina Agricultural and Mechanical College. This company does engineering and contracting work, handles supplies, and installs electric-light, telephone and annunciator equipments, etc.

Cannery for Sale.

Located at Chase City, Va., and modern in its equipment, a cannery will be offered at trustees' sale on May 11. This plant has a capacity of about 10,000 cans per day, and is ready for operation. The sale includes site 80 x 210 feet. Details may be obtained from W. Frank Thomas, Westminster, Md., and R. D. Patterson, Chase City, Va., receivers.

With Lima Locomotive & Machine Co.

A. E. Rosenthal announces that he has arranged a connection with the Lima Locomotive & Machine Co., Lima, O., and will establish offices for the company at 1122 and 1123 McCormick Bldg., Chicago, on May 1. Mr. Rosenthal will act as Western representative and will have charge of the territory between Pittsburg and Denver for the sale of locomotives of various sizes.

Will Sell Corliss Safes.

Attention is directed to the sale of three Corliss safes, as referred to in the announcement of J. Henry Miller, Dover St., Baltimore, Md., who offers one large safe, having a compartment 62 inches deep, with three independent lower compartments, and two other safes, having three independent compartments, each 19½ inches deep. These safes have been inspected annually and are claimed to be in first-class condition.

Big Contract for Roofing.

The Bartholomew Roofing Co., felt and gravel roofing, 410 2d St., Memphis, Tenn., has contract from the Turner-Hartwell Ducks Co., Mobile, Ala., for 200,000 square feet of Barrett specification felt and gravel roofing, to be applied to new million-dollar docks in process of construction at Mobile. The Bartholomew company has contracted for the materials.

Contract for Electrical Equipment.

It is announced that the American Steel & Wire Co., Chicago, New York and other cities, has awarded contracts to the Westinghouse Electric & Manufacturing Co., Pittsburg, for electrical equipment for the new wire plant to be erected near Wylam, Ala. All the large and small motors required are said to be included. Gas engines using blast-furnace gas will be installed to operate the electric generators.

A New Real Estate Firm.

Organization of a new firm for dealing in real estate has been effected by J. W. Nihiser and W. M. Baechtel of Hagerstown, Md. This company will be known as the J. W. Nihiser Realty Co., and its offices will be located at 204 and 305 First National Bank Bldg., Hagerstown, Md. Its members have had a number of years' experience in handling real estate, including coal and timber lands, local properties, etc.

Equipment for Rod Mill.

In connection with the erection of a rod mill at Birmingham, Ala., by the American Steel & Wire Co., Chicago, New York and other cities, it is announced that the William Tod Company, Youngstown, O., has been awarded contracts for the construction of a

portion of the machinery needed for the plant. The William Tod Company manufactures engines of various kinds, including blowing, reversing, mill, pumping, Corliss and gas engines, etc.

Secures Two Important Orders.

Among important orders recently received by the Schroeder Headlight Co., Evansville, Ind., is one to furnish the electric headlight equipments that will be required on 78 locomotives which the Baldwin Locomotive Works of Philadelphia is constructing for the Southern Railway. The Schroeder Headlight Co. has also secured a contract to make 95 oil headlights required for Baltimore & Ohio locomotives.

Moves Into Larger Building.

In order to facilitate its sales and expedite its deliveries, the Tower-Binford Electric & Manufacturing Co. has moved to a larger building at No. 5 Governor street, Richmond, Va. This structure contains about 30,000 square feet of floor space for the accommodation of the company's electrical jobbing trade, and the products which may be supplied are standard materials for use in all classes of electrical installations.

Cutler Mail Chute News.

The Cutler Mail Chute Co., Cutler Bldg., Rochester, N. Y., announces the following changes: Office in Times Bldg., New York, discontinued; construction and repair shop in charge of G. C. Emrich, superintendent of construction, at 27 Thames St., New York, the telephone number being 5957 Cortlandt, and this is the company's only New York address; manufacture of "automatic" chutes discontinued; Frank E. Anderson is no longer connected with the company.

Will Remove General Sales Offices.

The T. L. Smith Company, successor to Contractors' Supply & Equipment Co., Old Colony Bldg., Chicago, announces that on May 1 its general sales offices will be moved to the Majestic Bldg., Milwaukee, Wis. It will retain a branch office at 305 Old Colony Bldg., Chicago, with A. L. Tucker, district manager, in charge. The T. L. Smith Company manufactures the Smith concrete mixer, Symons crushers, contractors' equipment, etc.

Charles F. Abbott in the South.

Charles F. Abbott, general sales manager for J. A. & W. Bird & Co. of Boston, manufacturers of Rex Flintkote roofing and other well-known products, is making a tour of inspection of their Southern branches and looking over the field in general. Mr. Abbott is a young man, who won his spurs in the selling field, having been for several years the manager of J. A. & W. Bird & Co.'s branch house at New Orleans. He reports a large spring business and says Rex Flintkote roofing will establish a new high sales record during 1910.

Big Brick Plant Completed.

The plant of the Carolina Brick & Tile Co. is about completed and has a daily capacity of 30,000 bricks. It includes 22 drying kilns, shed, mixing-room, boiler-room, etc., for a daily output of 30,000 bricks. This product will be unit brick, made of crushed stone and cement, and claimed to be most economical for construction purposes. Considerable quantities of the type have been used in the construction of power plants by the Southern Power Co. of Charlotte, N. C. The brick plant is located at Greenville, S. C. Paul Chattam is president of the company.

Pittsburg Testing Laboratory.

The Pittsburg Testing Laboratory, general offices at 325 Water St., Pittsburg, Pa., announces that (on account of the rapid growth of its cement-testing department) it has established cement laboratories with full facilities, in charge of competent cement chemists and cement testers, at No. 511 Omaha Bldg., Chicago, and at 309-10 Pratorian Bldg., Dallas, Tex. The Laboratory also has cement laboratories at Easton, Pa.; Pittsburg, Cincinnati, Birmingham and San Francisco, as well as cement chemists located at many of the different cement mills. It is prepared to test cement in the laboratories or to make mill inspection of cement at any of the leading cement mills.

Kerr Turbines in Foreign Countries.

As an indication of its widely developing trade, not only in this but in foreign countries, the Kerr Turbine Co. of Wellsville, N. Y., has arranged for representation in two more American and three foreign countries. The United Iron Works will represent the company in the sale of its products at San Francisco and Oakland, Cal., while the Economical Gas Appliance Construction Co.,

Ltd., will represent it in London, J. H. Bloomberg in Mexico City and A. F. Partridge in Sidney, N. S. W. With the completion of these arrangements the Kerr Turbine Co. has active representatives in 26 cities. It has an extensive European trade in its turbine units of small size, one customer in England having bought seven on repeat orders.

Martin Grates in the South.

As emphasizing the strength of its position in the South, the Martin Grate Co., Fisher Bldg., Chicago, has received a number of letters from Southern companies attesting the merits of the Martin products. This company manufactures shaking grates, etc., and among the testimonials which it has received are letters from the W. A. Handley Manufacturing Co., Roanoke, Ala.; W. E. King, Jr., engineer, Memphis, Tenn.; Perkins Oil Co., Memphis, Tenn.; Brookhaven (Miss.) Cotton Oil & Fertilizer Co.; A. Baldwin & Co., New Orleans; Del Rio (Tex.) Electric Light & Ice Co.; El Paso (Tex.) Ice & Refrigerator Co.; Cassedy Oil Co., Nashville, Tenn.; Tupelo (Miss.) Oil & Ice Co.; J. Allen Smith & Co., Nashville, Tenn.; Birmingham (Ala.) Machine & Foundry Co.; Meridian (Miss.) Woman's College and others.

Increasing Its Facilities.

About two years ago the French Oil Mill Machinery Co., Piqua, O., erected an addition to its plant and installed machine tools that about doubled its capacity. These increased facilities have not met the requirements of the company's growing business, and two additional buildings are now in process of erection. One of these is two stories in height, about 50x100 feet, which will be used principally as a stockroom. The other building is an increase in foundry equipment, being a structure 75x150 feet. The erection of this building will be followed by another to be erected at one end of the new foundry, and will occupy space now used by the blacksmith shop, which will be moved. A switch from the Pennsylvania Railroad to and through the main building will also be constructed. The French Oil Mill Machinery Co. was organized in 1900, and A. W. French, C.E., has been president and general manager from its inception. With a practical oil-mill experience he was enabled to put into effect numerous ideas relative to machinery, which have been patented in the United States and foreign countries. The company manufactures complete equipments for oil mills, etc.

Harrisburg Foundry and Machine Works.

The Harrisburg Foundry and Machine Works, builder of the Fleming-Harrisburg engines, Harrisburg, Pa., announces the following changes: F. W. Jackson, formerly manager of Baltimore district, appointed manager for Chicago district, with headquarters in Marquette Bldg., Chicago; he succeeds A. M. Morse, resigned, and with him will be associated Walter Bird, who continues as Chicago district engineer; R. B. Hall, Jr., appointed manager for Atlanta district, with headquarters in Empire Bldg., succeeding Ilges & Hall, Mr. Ilges having been appointed manager for St. Louis district; Walter Castaneda appointed manager for New Orleans district, with headquarters at 1103 Hennen Bldg., New Orleans; Mr. Castaneda succeeds Glenny & Castaneda, and with him will be associated R. M. Doherty, who continues as New Orleans district engineer; C. H. Israel, formerly assistant engineer at Harrisburg, appointed manager for Baltimore district, with headquarters at 1415 Continental Trust Bldg., Baltimore; George M. Ilges, formerly manager for Atlanta district, appointed manager for St. Louis district, with headquarters at 1415 Chemical Bldg., St. Louis; Mr. Ilges succeeds Geo. D. Pogue, and with him will be associated P. A. Haradon, who continues as St. Louis district engineer.

TRADE LITERATURE.

The Edison Aggregate.

The Edison Aggregate for April is now being circulated. This is an illustrated monthly publication issued by the Edison Portland Cement Co., New Village, N. J., in the interest of concrete construction.

When Comfort Means Efficiency.

The employment of electric fans in shops and offices is claimed to be not only a matter of health and comfort, but means actual increase in production on the part of employees. In the home, also, the electric fan is becoming almost a necessity during the summer months, and its uses are many and varied. A booklet issued by the Robbins &

Myers Company, Springfield, O., illustrates and describes this company's "Standard" fans, which are adapted for use in offices, factories, residences and other places where fans may be used.

Euclid Cranes.

A catalogue issued by the Euclid Crane & Hoist Co., Euclid, Ohio, illustrates and describes Euclid cranes and kindred appliances as manufactured by this company. Among its products are electric and hand-power traveling cranes, electric hoists and jib cranes, overhead trolley systems and trolleys, hoisting and bucket operating machinery for power plants, docks, etc.

Penberthy Engineer and Fireman.

A number of articles of interest and information may be found in the Penberthy Engineer and Fireman for April, a publication issued in the interest of steam users. This magazine is published by the Penberthy Press, 372 Holden Ave., Detroit, Mich., and contains selections from several standard publications.

Issues a Card Calendar.

A card calendar for April, May and June, presenting a picture entitled "The Secret," is being distributed by the Stark Rolling Mill Co., Canton, O. This company manufactures the well-known "Toncan" metal rust-resisting sheets in black and galvanized; aluminum sheets, which is a special analysis sheet coated with aluminum-alloyed metal, and other products.

The "Little Big Engine" Story.

Literature telling the "Little Big Engine" story has been issued by the Elyria Gas Power Co., Elyria, Ohio. This company manufactures the "Little Big" engine, and the literature referred to briefly explains the points of merit in the horizontal as compared with vertical engines, and refers to the split-unit idea. It also describes the suction gas producer.

"Chloride Accumulator" and "Exide" Battery.

The installation of the "Chloride Accumulator" and "Exide" battery in yachts and power boats is described and illustrated in bulletin No. 122 issued by the Electric Storage Battery Co., general offices and plant, Allegheny Ave. and 19th St., Philadelphia. This company installs "Chloride accumulators" and "Exide" battery for the purpose of storing current for light and other uses.

The "Banner" Girl.

Miss Mazda, the "Banner" girl, is journeying from the offices of the Banner Electric Co. to the offices of that company's customers and friends. She comes in the form of a handsome colored lithograph suitable for hanging. Her purpose is to remind people that the Banner Electric Co. of Youngstown, O., is a leading manufacturer of incandescent electric lamps and prepared to meet the demands of the South and other parts of the country.

"Just a Song at Twilight."

A reproduction of the painting, "Just a Song at Twilight," by Albert Herter, A. N. A., adorns an attractive art card which is being distributed by the Dahlstrom Metallic Door Co., Jamestown, N. Y. This company manufactures metallic partitions, doors, cold-drawn steel picture moldings and trim, etc., and its products have been installed in many prominent structures throughout the country.

"Thor" Pneumatic Tools.

Circular M. Illustrating and describing "Thor" pneumatic tools, has been issued by the Independent Pneumatic Tool Co., 1307 Michigan Ave., Chicago. This company manufactures the "Thor" products, which include piston air drills, breast and screw feed drills; chipping, calking and flue heading hammers; reversible compound (slow speed) piston air drills, riveting hammers, reversible wood-boring machines, grinding machines, etc.

Branch Exchange Switchboards.

Bulletin No. 1005, issued by the Western Electric Co. of New York and other cities, illustrates and describes branch exchange equipments which have been designed for use in business establishments, factories, schools or other places where a modern private telephone system is required. In the development of such equipments the Western Electric Co. has given much time and energy toward perfecting telephone apparatus for business and other kinds of service.

Lehigh Portland Cement.

A pamphlet illustrating and describing in detail the new drydock recently completed at

the yards of the Toledo (Ohio) Shipbuilding Co. has been issued by the Lehigh Portland Cement Co., Allentown, Pa. This dock is 100 feet wide and 700 feet long. 15,000 barrels of Lehigh Portland cement being used in its construction. In addition to a view of the dock, the pamphlet also presents illustrations of prominent bridge and other construction in which Lehigh Portland cement was used.

A Useful Memorandum Book.

The Pratt Engineering & Machine Co. of Atlanta, engineer, founder and machinist, manufacturer of the well-known Imperial cane-sugar machinery pumps, sulphuric-acid plants, etc., is distributing a useful and attractive loose-leaf Russia-leather memorandum book, with the name of the recipient stamped in gold on the cover. The book contains several pages of useful tables and a supply of loose leaves, which the company offers to replace when the first supply is exhausted.

Ornamental Iron and Wire Products.

Users and handlers of ornamental iron and wire products will be interested in a catalogue recently issued by the Buckeye Wire and Iron Works, W. G. Rich, proprietor, office and plant, Main and 11th Sts., Columbus, O. This catalogue is illustrated and contains price-lists, together with descriptive data and tables furnishing information relative to the products of the company, which include iron and wire fences, window guards, wire stall guards, counter and floor railings, office railing, wire cages, elevator enclosures and cabs, etc.

From a Virginia Company.

In order to center interest and attention in its company and in the city where it has its main plant and general office, the Virginia Bridge & Iron Co. of Roanoke has devised an attractive little stamp, somewhat on the order of a postage stamp. The company intends to stamp all its letters, envelopes, etc. This stamp is attractively designed, the centerpiece being a large oak tree, and below is given the population of Roanoke in 1885 and 1910, indicating that just as the oak tree has grown from a small acorn, so has Roanoke advanced from a small town to a growing city.

"Mazda" Incandescent Street Lighting.

In the preparation of Bulletin 7-A on street lighting by means of "Mazda" lamps, issued by the engineering department of the National Electric Lamp Association, 441 Hough Ave., Cleveland, Ohio, care has been taken to outline the historical development of series incandescent lighting, to furnish data on the illuminating and electrical equipments for the "Mazda" street series lamp and to give practical suggestions for installing such equipments. The information contained in the bulletin should be of value to all concerned in the problem of better street illumination.

The Products of Kennicott.

From the manufacture of water softeners exclusively, the products of Kennicott now include filters, standpipes, steel tanks and towers for water storage, smokestacks and breechings, horizontal return tubular and water-tube boilers, wash-out systems for locomotive boilers, car tanks, tender tanks, track troughs, steel plate and structural work, etc. They are manufactured by the Kennicott Water Softener Co., main office, laboratories and plant, Chicago Heights, Ill., and are illustrated and described in a sectional catalogue which the company has issued. Each product is treated separately, and for the sake of convenience the company will supply prospective purchasers with only such sections as relate to the devices in which they are directly interested.

Corrugated Bar Co.'s Slide Rule.

A pocket slide rule which should be of value to architects, engineers, contractors and others is presented by the Corrugated Bar Co., Bank of Commerce Bldg., St. Louis. This company manufactures round and square corrugated bars for concrete reinforcement purposes, and the rule in question is intended to determine the square inches of steel per foot for sizes of bars and spacing shown. It consists of a stiff white cardboard which slides into a celluloid case, both the case and board being so tabulated as to easily supply the information required. In addition to its round and square corrugated steel bars for concrete reinforcement, the Corrugated Bar Co. also manufactures the Corbar beam unit, a shop fabricated beam and girder reinforcement, and other products.

Highway Improvement News.

Good roads is a subject to which much attention is being given nowadays. It is a subject which has prompted the Tennessee Metal Culvert Co. of Nashville to begin the publication of "Highway Improvement News." This will be issued in the interest of good roads, and will present authoritative information on road materials and construction, especially acquainting readers with culvert construction, and particularly with the merits of the Watson patent corrugated culvert, made of American Ingot Iron by the company named. The first issue includes articles on good roads in the South and in Oregon, highway commission work in California, iron that will not rust, a paying investment in Tennessee, the world's finest road, the National Government as a factor in highway development, etc.

Water Purification for Steam Users.

"Water Purification Facts for Steam Users" is the subject of a pamphlet by J. C. William Greth, manager of the water-purifying department of William B. Sealte & Sons Co., manufacturer of water softening and purifying systems, water filters, etc., 221 First Ave., Pittsburgh, Pa. This publication treats of the function of the steam boiler and emphasizes the necessity of removing everything from feed water that would interfere with the transfer of heat from fuel to the water, and thereby affect the efficiency of the entire power plant. Attention is directed to the organic and inorganic impurities in water, as well as to the disadvantages entailed by using water which has not been softened and purified before allowing it to enter the boiler. On the other hand, it forcibly presents some of the many advantages derived by the use of a good purifying system, pointing out that if a water has been properly softened there will be no scales formed in the heaters, pumps, pipe lines or other auxiliaries.

A Machinery and Supply Catalogue.

In the compilation of its catalogue No. 50 the H. Channon Company, Market and Randolph Sts., Chicago, has exercised great care, and deems this publication the best and most complete catalogue it has ever issued. It is durably bound in cloth, contains a total of 952 pages, and is complete in detail and so arranged and classified as to cover in a brief and comprehensive manner the various lines of machinery and supplies which the company handles. All lists and tables have been revised up to date of going to press and have been so arranged and tabulated as to make them easily read and quickly understood. Care has been used to make the index complete for ready reference and to classify each line of goods in the most appropriate grouping. The H. Channon Company manufactures and distributes machinery and general supplies for steam and electric railroads, contractors, bridge builders, stone quarries, machine shops, factories, mines, blacksmiths, sawmills, paper mills, flour mills, cotton mills, elevators, electric-light plants, water-works plants, etc.

The Indicator for March.

Issued in the interest of the Otis Elevator Co. of New York and other cities is the Indicator for March, which is now being circulated. Among other features the publication presents a list of important installations of elevators for which the Otis has recently contracted. Its contracts include the Subway Station, 191st St. and St. Nicholas Ave., New York; two large electric passenger elevators, also the same at 181st St. and Nicholas Ave.; Braender Building & Construction Co., six electric passenger and four electric passenger and freight elevators; C. F. Colcord, Oklahoma City, four 1.1 traction passenger elevators; Cook Bldg., Oklahoma City, three electric passenger elevators; E. A. Stumpf, Richmond, Va., one electric passenger elevator, one electric dumbwaiter, one hand S. W., one hand D. W.; Corby Building Co., St. Joseph, Mo., three electric passenger elevators and one hydraulic freight elevator; F. P. Burnap Stationery & Printing Co., Kansas City, Mo., one electric passenger elevator, one electric freight elevator and one electric D. W.; San Antonio (Tex.) Hotel Annex, one electric passenger and one electric service elevator; R. J. Reynolds Tobacco Co., Winston-Salem, N. C., two high-pressure plunger freight elevators; Avenue Corner Realty Co., St. Louis, Mo., three electric freight elevators and two electric passenger elevators.

Keystone Pressure Filters.

The many advantages derived from water filtration for mechanical purposes, are generally understood and appreciated. A method of water filtration which is claimed to be successful is the removal of insoluble particles suspended in the water, such as silica, organic matter, etc., and the application of some reliable chemical to decompose the soluble lime and magnesia in the natural water and precipitate them in the form of phosphates, in which state they can be removed, together with all other suspended matter, by passing the water through a properly prepared bed of quartz or sand in a pressure filter constructed of steel. In presenting its catalogue the Keystone Chemical Manufacturing Co., main offices, 301-302 Pennsylvania Bldg., Philadelphia, illustrates and explains this company's methods of producing pure, clear water by means of its mechanical appliances for filtering water. Its products include pressure filters and water-softening plants for steam plants, paper mills, residences, railroads, hotels, laundries, etc., and its catalogue presents photographs of actual installations, showing their adaptability to fit into corners and other remote places.

Indian Refining Co. at New Orleans.

Among the leading independent oil producers and refiners is the Indian Refining Co. of Cincinnati, which owns extensive oil fields and refineries and factories in Kentucky, Illinois and elsewhere, besides distributing plants in about 100 cities. Recently this company has been developing an export trade, and has accordingly acquired facilities to promote this branch of its enterprise. Last week the company purchased the Record Oil Refining Co. of New Orleans, and will utilize the plant at Chalmette for exporting. For some time operations will be continued under the old title without any change of officers except that Donald Slingluff (who has been with the Indian Refining Co. since its organization five years ago) will be secretary-treasurer of the Record corporation and manager at New Orleans. The Record refinery will cease operating and be used for export storage. It will be improved by the construction of a 300-foot wharf to facilitate loading oil into the largest ocean-going tank steamers. It is reported that the company will expend several hundred thousand dollars for New Orleans improvements in connection with its purchase of the Record property. The Indian products are gasoline, naphtha, kerosene, engine oils, dynamo and cylinder oils, black oils, paraffine, grease, etc., besides liquid asphalt (manufactured by a secret process) for building and preserving roads.

Standard Road Oils and Binder.

That there is a growing desire for better roads is evidenced by the gatherings held to exchange ideas and discuss new and improved phases of highway construction. At such meetings a leading subject of discussion (in addition to the actual construction of good roads) is the need of road oils and binders for suppressing dust and binding surface. Standard asphalt road oils, Standard emulsifying road oil and Standard macadam asphalt binder have been widely used for these purposes. During 1909 the Standard asphalt road oils were applied to 35,000,000 square yards of road surface, and the Standard macadam asphalt binder was used in the construction of 1,750,000 square yards of macadam roads. Standard asphalt road oil is a petroleum product containing percentages of asphalt varying from 30 per cent. to 60 per cent. The ease with which it flows depends upon the season of the year it is applied, together with the percentage of asphalt it contains. The manufacturer recommends an oil that will readily flow at the season it is intended to be used, although it is stated experience has shown an application of oil in the spring will effectually lay the dust and preserve the surface for the greater part of the summer. Standard emulsifying road oil contains a certain quantity of petroleum asphalt. It is emulsified to enable it to mix with water, and necessitates frequent applications to produce a semi-permanent surface. It is claimed this oil is particularly applicable for park drives, boulevards and private grounds, as the results obtained are immediate, with no necessity of restricting traffic during the application. In the construction of macadam roads or of roads requiring special treatment with an asphaltic compound, Standard macadam asphalt binder is recommended. This material is a binder, and when it has penetrated the top course of stone is said to bind the surface together, thus resisting the damaging action of automobiles and the disintegration of the road. The Standard road oils and macadam asphalt binder are manufactured by the Standard Oil Co. of New York (Road Oil Department), 26 Broadway, New York. This company has issued an attractive catalogue describing the products and their ap-

plication and illustrating, in colors, sections of road to which they have been applied.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,

Baltimore, Md., April 27.

The Baltimore stock market was quiet during the past week. In the trading United Railways common sold from 13 to 12½; do. trust certificates, 13½ to 12½; do. incomes, 60 to 59½; do. funding 5s, 83½ to 83¼; do. funding scrip, 84; United 4s, 86; United Light & Power 4½s, 90¼; Consolidated Gas, Electric Light & Power, 55 to 53; do. preferred, 89 to 88; do. 4½s, 83; Consolidated Gas 6s, 100; do. 5s, 108; Seaboard Company common, 23; do. second preferred, 43½ to 44; Seaboard 4s, stamped, 84¼ to 84½; do. three-year 5s, 99½; do. 10-year 5s, 99½ to 100; do. adjustment 5s, 71 to 71½; Consolidated Cotton Duck, 5 to 6; Mt. Vernon-Woodberry Cotton Duck 5s, 69½ to 69; G. B.-S. Brewing 1sts, 42.

Bank stock sold as follows: Marine, 42; Western, 37; Union, 121; Bank of Commerce, 31. Baltimore Trust sold at 166½ to 166¼; Maryland Trust preferred, 101; United States Fidelity & Guaranty, 138; Mercantile Trust, 140½; Maryland Casualty, 92¼; American Bonding, 78 to 79½.

Other securities were traded in thus: Atlantic Coast Line of Connecticut, 245 to 242; do. do. 5-20s, 91; do. Consolidated 4s, 94½ to 94¼; do. 4s, certificates, 90; do. convertible debenture 4s, 100½; do. Connecticut 5s, certificates, 105½; do. South Carolina 4s, 97; Consolidation Coal, 114 to 114½; Lexington Railway 5s, 90; Northern Central Railway stock, 131 to 130; Virginia Midland 5th, 105; Charleston City Railway 5s, 103; George's Creek Coal & Iron, 120 to 121; Potomac Valley 5s, 105¼; Carolina Central 4s, 91 to 91½; United States Steel common, 84½; Petersburg 6s B, 117½; Wilmington & Weldon 5s, 111½; Alabama Consolidated Coal & Iron 5s, 80 to 81½; Milwaukee Gas 4s, 1927, 90½ to 90¼; Maryland Electric 5s, 97¼ to 98; Norfolk Railway & Light 5s, 99; Knoxville Traction 5s, 104; Virginia Midland 4th, 104½; Western North Carolina 6s, 105¼; Alabama Consolidated Coal & Iron common, 25; Baltimore Traction (North Baltimore division) 5s, 112 to 110; Fairmont & Clarksburg Traction 5s, 96¼ to 96; Georgia, Carolina & Northern 5s, 105¼; Baltimore, Sparrows Point & Chesapeake 4½s, 92; Georgia & Alabama Consolidated 5s, 104¼; Washington, Baltimore & Annapolis common, 4; City & Suburban (Baltimore) 5s, 106¼; Baltimore City 5s, 1916, W. L., 105½; Atlantic Consolidated Street Railway 5s, 104½; Detroit United 4½s, 82; Baltimore City Passenger 5s, 100; Western Maryland 4s, 85.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended April 27, 1910.

Railroad Stocks.	Par.	Bid.	Asked.
Atlanta & Charlotte.....	100	185	...
Atlantic Coast.....	100	125	...
Atlantic Coast of Conn.....	100	241	246
Fairmont & Clarksburg Trac.....	100	23	...
Georgia Sou. & Fla.....	100	30	40
Seaboard Company Common.....	100	22½	24½
Seaboard Company 1st Pfd.....	100	72	80
Seaboard Company 2d Pfd.....	100	43	44½
United Rys. & Elec. Co.....	50	12½	13
Bank Stocks.			
Citizens' National Bank.....	10	38	39
Drivers & Mech. Nat. Bank.....	100	222	...
First National Bank.....	100	135	140
Maryland National Bank.....	20	23	...
Merchants' National Bank.....	100	177	...
National Bank of Baltimore.....	100	121	...
National Bank of Commerce.....	15	30	...
National Exchange Bank.....	100	155	160
National Howard Bank.....	10	13½	...
National Marine Bank.....	30	42	...
National Mechanics' Bank.....	10	26½	28
National Union Bank of Md.....	100	121	123
Second National Bank.....	100	194½	198
Trust, Fidelity and Casualty Stocks.			
American Bonding Co.....	25	78	79
Balto. Trust & Guarantee.....	100	166	167½
Fidelity & Deposit.....	50	...	150
Maryland Casualty.....	25	90	92¼
Maryland Trust.....	100	...	80
Maryland Trust Pfd.....	100	100	106
Mercantile Trust & Deposit.....	50	140	146
U. S. Fidelity & Guaranty.....	100	137½	140
Miscellaneous Stocks.			
Ala. Con. Coal & Iron.....	100	25	30
Ala. Con. Coal & Iron Pfd.....	100	60	75

NEW SECURITIES.

Ala., Anniston.—May 23 an election is to be held, it is reported, to vote on \$25,000 of school and \$35,000 of floating debt bonds.

Ala., Birmingham.—Bids will be received by the Mayor until noon May 17 for \$400,000 of 5 per cent. 30-year floating indebtedness bonds. H. E. Shropshire, Jr., is City Clerk.

Ala., Decatur.—Reported voted: \$25,000 of city hall bonds.

Ala., Greenville.—Reported that an election will probably soon be held in Butler county to vote on good-roads bonds.

Ala., Huntsville.—Press dispatches state that within the next 30 days Judge W. T. Lawler will sell \$50,000 of 4½ per cent. 30-year Madison county refunding bonds.

Ala., Pinckard.—Bids will be received until noon June 15 by A. M. Hudgens, Mayor, for \$5,000 of 6 per cent. water-works bonds.

Ark., De Queen.—Farson & Son of Chicago and New York are reported to have purchased \$40,000 of 6 per cent. 5-40-year De Queen special school district school bonds.

Ark., Fort Smith.—Official: The Fort Smith & Van Buren Bridge Co. will issue approximately \$600,000 of bonds in the near future for construction of bridge across the Arkansas River at Van Buren. Address Ray M. Johnston, secretary.

Ark., Lockesburg.—Reported that an election is to be held to vote on \$10,000 of high-school bonds.

Fla., Kissimmee.—An official letter confirms the report that bids will be opened May 3 for \$43,000 of 6 per cent. 5-30-year water-works and sewerage bonds; denomination \$1000. Address J. R. Gilbert, City Clerk.

Fla., Port Tampa City.—Press dispatches state that an election is to be held to vote on \$20,000 of water-works bonds.

Fla., Miami.—The \$150,000 of 4½ per cent. Dade county road and funding bonds have been awarded as follows: C. I. Craiglin, \$3000; George B. Cluett, \$2000; Henry Phipps, \$5000; John R. Bradley, \$3000, all at 95, with accrued interest, all of Palm Beach; C. L. Bagwell & Co., Jacksonville, \$137,000 at 96.

Fla., Pensacola.—An official letter confirms the report that an election is to be held June 14 to vote on \$150,000 of street-paving and \$100,000 of storm sewer 30-year bonds; interest not to exceed 5 per cent.; denomination \$1000; dated August 1, 1910. Address R. M. Bushnell, chairman Board Bond Trustees.

Fla., St. Petersburg.—An ordinance is reported passed authorizing an issue of 5 per cent. 30-year school bonds.

Fla., Tallahassee.—Reported that bids will be received by A. H. Williams, City Clerk, until noon May 12 for \$15,000 of 5 per cent. 50-year bonds.

Ga., Columbus.—M. M. Moore, clerk, writes that "an ordinance has been introduced in Council authorizing the issuing of \$100,000 of bridge bonds, and will probably be passed at the meeting of Council on May 4. The bonds will then have to be validated and prepared."

Ga., Collegepark.—Official: May 30 election will be held to vote on \$65,000 of 5 per cent. water, sewerage and electric-light plant bonds; denomination \$1000. Address The Mayor and Council.

Ga., Grantville.—Reported voted: \$10,000 of 6 per cent. school-building bonds.

Ga., Macon.—Reported that an election is to be held in Bibb county to vote on \$500,000 of courthouse, road and bridge bonds.

Ga., Macon.—J. H. Hilsman & Co. of Atlanta, Ga., are reported to have been awarded the \$20,000 of paving and sewer bonds at \$191,719.

Ga., Shelburn.—Local banks are reported to have purchased \$12,000 of water and school bonds.

Ga., Vineville (P. O. Macon).—Reported that \$200,000 of paving and sewer bonds have been sold.

Ky., Shelbyville.—Reported that an election will probably be held in November to vote on \$75,000 of courthouse bonds.

Md., Baltimore.—At the fall election a \$5,000,000 new harbor extension loan will probably be voted on.

Md., Baltimore.—An election is to be held in the fall to vote on a \$1,000,000 loan for covering and paving Jones Falls. J. Barry Mahool is Mayor.

Miss., Eupora.—Reported that \$10,000 of 6 per cent. 20-year sidewalk bonds have been purchased at 100.51 by Chicago parties.

Miss., Jackson.—Arrangements are reported being made for the sale of the \$600,000 of bonds.

Miss., Lambert.—An ordinance is reported

to have been recently passed authorizing the issue of \$5000 of school bonds.

Miss., Lexington.—Parham Williams, County Clerk, writes that Holmes county has no bonded indebtedness, but will borrow \$15,000 to cover current expenses for balance of year, payable July 1, 1911. County warrants will be issued payable on that date with principal and interest.

Miss., Pickens.—Reported voted: \$5000 of school-building bonds.

Mo., Joplin.—The Mississippi Valley Trust Co. of St. Louis was awarded at \$570 premium the \$75,000 of school bonds.

Mo., Joplin.—C. E. Dennison of Cleveland, O., has been awarded at \$281.75 premium and accrued interest the \$10,000 of fire-apparatus bonds.

Mo., Kansas City.—Gus Pearson, City Comptroller, writes that bonds for improvements of city market and tuberculosis hospital failed to carry.

Mo., Moberly.—Reported voted: \$12,000 of park-improvement and \$20,000 of school district school-building bonds.

Mo., Hannibal.—Official: Voted: \$80,000 of 4 per cent. 20-year school-building and site bonds; denomination \$500 and \$1000. Address W. F. Chamberlain. Date of sale not yet set.

Mo., Palmyra.—Official: May 3 city will vote on \$35,000 of 4½ per cent. 5-20-year bonds for purchase of water and light plant; denomination \$500. Address J. M. Sasey, City Clerk. Date of sale not yet determined.

Mo., Webb City.—C. E. Denison & Co. of Cleveland, according to press dispatches, purchased the \$10,000 of 5 per cent. 10-20-year fire-department bonds at \$281.75 premium and accrued interest.

N. C., Franklin.—Official: F. L. Siler, Mayor, is receiving bids for \$20,000 of 6 per cent. 30-year water-works bonds.

N. C., Hickory.—W. L. Clinard, secretary and treasurer, is reported offering for sale \$25,000 of street-improvement bonds.

N. C., Melane.—Official: Bids will be received by J. T. Shaw, Mayor, until noon May 16 for \$15,000 of 6 per cent. 30-year street improvement bonds; denomination \$1000; dated June 1, 1910.

N. C., Jonesboro.—Bids will be received until 7.30 P. M. May 9 by W. S. Murchison, clerk of the Board of Commissioners, for \$15,000 of 30-year water-works bonds; interest, 5 and 6 per cent.; dated July 1, 1910. Bonds will be issued in denominations to suit the purchaser.

N. C., Raleigh.—Bids will be received until May 18 at noon for \$3,320,000 State of North Carolina 4 per cent. 40-year refunding bonds; dated July 1, 1910. B. R. Lacy is State Treasurer.

N. C., Sanford.—Bids will be received until 3 P. M. May 17 by T. L. Chisholm, Mayor, for \$25,000 of 4½ per cent. sewer bonds; denomination \$1000.

Okla., Altus.—H. C. Speer & Sons Company of Chicago are reported to have purchased \$100,000 of 5 per cent. Jackson county courthouse and jail-construction bonds.

Okla., El Reno.—Bids will be received by J. A. La Bryer, Mayor, until 8 P. M. May 16 for \$250,000 of 5 per cent. 25-year water-works bonds.

Okla., Enid.—C. Edgar Honnold of Oklahoma City has been awarded at \$400 premium \$200,000 of school bonds.

Okla., Fairfax.—It is contemplated to issue \$40,000 and probably \$50,000 of bonds for water-works and a sewerage system. A city officer says there is practically no opposition, but before voting the bonds it is desired to hear from bond buyers as to the character of securities desired and the method of issue. Harry S. Buford, City Clerk, may be addressed for further information.

Okla., Mountain View.—Official: Bids will be received until 8 P. M. May 4 by the board of trustees for \$15,000 of water-works extension, \$20,000 of sanitary sewer and \$10,000 of electric light 6 per cent. 25-year bonds. D. E. McBridge is town clerk.

Okla., Niles.—Breed & Harrison of Cincinnati, according to press dispatches, purchased \$3000 of 4½ per cent. sewerage-disposal plant bonds.

Okla., Stigler.—Official: Bids will be received until May 17, inclusive, for \$45,000 of water-works and \$30,000 of sewer 6 per cent. 25-year bonds. Address L. G. Gallaway, Clerk.

Okla., Yukon.—Reported voted: \$33,000 of school-building bonds. It is stated an election will be held in May to vote on sewer and water-works bonds.

S. C., Clover.—Official: Voted: \$10,000 of 5 per cent. 20-year school bonds; denomination \$1000. It is expected to offer the bonds for sale in about two weeks. Address Z. M.

Nell, chairman trustees Clover school district.

S. C., Easley.—Official: Voted—\$20,000 of water-works and \$5000 of electric-light 20-40-year bonds; interest not to exceed 5 per cent.; denomination \$1000. The city is now open for bids. Address The Mayor.

S. C., Marion.—Official: Bids will be received by L. D. Lide, clerk of Road and Highway Commission for Marion County, until June 1, inclusive, for \$100,000 of 4½ per cent. 20-30-year highway bonds.

S. C., St. Matthews.—Official: Bids will be received by J. H. Loryea, clerk Board of School Trustees, for \$15,000 of 5 per cent. 20-year school district No. 8 Calhoun county bonds for building and equipping school; denomination \$500; dated July 1, 1910.

S. C., Williamston.—Reported that application is to be made to the Council asking that election be held to vote bonds for waterworks and sewerage system.

Tenn., Highland Park, P. O. Chattanooga. The City Council is reported to have passed an ordinance providing for \$100,000 of 4½ per cent. bonds for improvement of streets.

Tenn., Johnson City.—Official: Bids will be received until 7.30 P. M. May 5 for from \$200,000 to \$375,000 of 5 per cent. 30-year water-works bonds; denomination \$1000; dated June 1, 1910. Address E. E. Ellsworth, Recorder and Treasurer; G. L. Smith is Mayor.

Tenn., Lonsdale, P. O. Knoxville.—Bids will be received until May 2 for the \$30,000 of 5 per cent. 30-year street, school and sanitary improvement bonds. W. M. Copenhagen is Mayor.

Tenn., Murfreesboro.—The Harris Bank & Trust Co. of Chicago is reported to have purchased at \$386.1 premium \$180,000 of 5 per cent. 25-year Middle Tennessee normal-school bonds.

Tenn., Nashville.—Davidson county is reported to have voted \$150,000 of bonds for purchase of State Fair Grounds.

Tex., Austin.—The Attorney-General has approved securities as follows: \$15,000 of Eagle Lake school bonds; \$8000 of 5 per cent. 10-year bonds of Irene Independent school district of Hill county.

Tex., Ballinger.—R. S. Griggs, County Judge, will receive bids until May 15 for \$17,500 of 4 per cent. 5-40-year Runnels county refunding courthouse and \$20,000 of 4 per cent. 5-40-year Runnels county bridge refunding bonds.

Tex., Batesville.—Zavala county is reported to have voted \$20,000 of road and bridge bonds.

Tex., Corpus Christi.—Reported that the Mayor is negotiating with Northern parties for the sale of \$100,000 of sewerage bonds.

Tex., Iterby.—May 14 an election is to be held, it is stated, to vote on school bonds.

Tex., Eastland.—Official: Voted: \$20,000 of 5 per cent. school-building bonds; denomination \$500; date of maturity 1950. Date of sale not yet fixed. Address Henry Van Geem, secretary board of trustees.

Tex., Gause.—Reported floated: \$8000 of school bonds.

Tex., Galveston.—Reported that all bids received April 14 for the \$225,000 of seawall and \$50,000 of grading and drainage bonds were rejected.

Tex., Lorena.—Reported voted: \$5000 of independent school district schoolhouse bonds.

Tex., Alice.—Reported voted: \$30,000 of improvement bonds.

Tex., Pearsall.—Reported that an election is to be held April 30 to vote on \$23,000 of school bonds.

Tex., Lockhart.—Reported that an election is to be held May 21 to vote on \$25,000 of 5 per cent. 40-year bonds of road district No. 2, Caldwell county.

Tex., Ringgold.—Reported voted: \$12,000 of 5 per cent. 40-year school-building bonds.

Tex., San Saba.—Official: April 9 San Saba county voted \$75,000 of 5 per cent. courthouse bonds; denomination \$1000.

Tex., Sterling City.—Reported voted: \$10,000 of jail and \$16,000 of road-improvement Sterling county bonds.

Tex., Trinity.—Reported voted: \$15,000 of school-building bonds.

Tex., Vernon.—Reported voted: Bonds for water-works and schoolhouse.

Tex., Victoria.—An official letter confirms the report that \$12,000 of 5 per cent. 10-40-year school bonds have been voted; denomination \$500; dated April 11, 1910. J. K. Hexter is treasurer. Date of sale not yet determined.

Va., Norfolk.—Official: Bids will be received until noon May 12 for \$482,000 of 4 per cent. 30-year sewerage, street, school and

other improvement bonds; denomination \$1000. Address H. S. Herman, City Treasurer.

Va., Norton.—Official: J. J. Body, Mayor, will receive bids until 4 P. M. May 10 for \$70,000 of 5 per cent. 30-year street improvement, sewerage and town hall bonds; denomination \$500; dated June 1, 1910.

Va., Pulaski.—Reported that new bids are to be asked for \$63,900 of Pulaski county road improvement 5 per cent. bonds.

Va., Radford.—Official: May 17 an election is to be held to vote on 5 per cent. school and street bonds; denomination \$1000. Address T. M. Turner.

Va., Waynesboro.—An election is to be held May 24, it is reported, to vote on \$3000 of water-system improvement bonds. W. H. McCain and J. H. Michael have been appointed clerks.

W. Va., Hamlin.—An election is to be held in Lincoln county next November. It is reported, to vote on \$100,000 of courthouse bonds.

W. Va., Keyser.—An election is to be held May 17, it is reported, to vote on \$25,000 5 per cent. 11-23-year bonds of Keyser independent district, Mineral county.

W. Va., Williamson.—Reported voted: \$83,000 of bonds for paying and water-works and to redeem outstanding bonds.

At Stigler, Okla., bids will be received on or before May 17 for \$45,000 of water-works and \$30,000 of sewer 6 per cent. 25-year bonds. Further particulars will be found in the advertising columns.

At Marion, S. C., bids will be received until June 1, inclusive, for \$100,000 of 4½ per cent. 20-30-year Marion county highway bonds. Further particulars will be found in the advertising columns.

At Mountain View, Okla., bids will be received until 8 P. M. May 4 for \$45,000 of 6 per cent. 25-year water-works extension bonds. Further particulars will be found in the advertising columns.

FINANCIAL NOTES.

The National Convention of Insurance Commissioners will be held in Mobile, Ala., September 27, 28 and 29.

The People's State Bank of Longview, Tex., is reported to have increased its capital stock from \$30,000 to \$60,000.

The Ralston Bank of Ralston, Okla., according to press dispatches, has increased its capital from \$10,000 to \$15,000.

The Citizens' National Bank of Livingston, Tex., has changed its name to the First National Bank of Livingston.

The Bank of Norway at Norway, S. C., according to press dispatches, has voted to increase its capital from \$14,000 to \$20,000.

The Weatherford Bank & Trust Co. of Weatherford, Tex., is reported to have changed its name to the First State Bank of Weatherford.

The conversion of the Broadway Bank & Trust Co. of Nashville, Tenn., into the Broadway National Bank of Nashville has been approved; capital \$200,000.

The eighteenth annual convention of the United States League of Local Building and Loan Associations will be held at Charlotte, N. C., May 25 and 26.

The conversion of the Farmers and Merchants' Bank of Fairview, Okla., into the Farmers and Merchants' National Bank of Fairview has been approved; capital \$25,000.

A report of the Department of Insurance and Banking just issued shows 584 State banks in Texas with a total capital of \$18,914,200. Since January 1, 1910, there have been organized 190 new banks with \$1,437,000 capital.

A. B. Leach & Co., bankers, New York, advise that they have sold about one-half, or \$1,500,000, of their total purchase of \$3,000,000 of first mortgage 6 per cent. bonds of the Parsons Pulp & Lumber Co. of Parsons, W. Va., guaranteed by the lumber firm of Wm. Whitmer & Sons, Inc., of Philadelphia. The bonds were placed with individual investors and with banks.

A statement of the condition of the 250 State and private banks doing business in South Carolina March 24, 1910, shows, loans and discounts, \$46,159,719; due from banks and trust companies, \$7,119,916; currency, gold, silver and other coin, checks and cash items, \$1,750,578; capital stock paid in, \$9,887,556; surplus fund, \$3,145,015; undivided profits, less current expenses and taxes paid, \$2,438,205; due to banks and trust companies, \$1,131,895; individual deposits subject to check, \$22,436,588; savings deposits, \$15,461,388; demand and time certificates of deposit, \$3,233,127; total resources, \$61,162,510.

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The Merchants National Bank
 South and Water Sts., BALTIMORE, MD.
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 WM. INGLE, Vice-President and Cashier.
 J. C. WANDS, Asst. Cashier.
 JOHN B. H. DUNN, Asst. Cashier.
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 Surplus and Profits, \$900,000
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of Business March 29th, 1910.

Resources

Loans and discounts, time.....	\$3,370,252 57	
Loans and discounts, demand.....	581,592 44	—\$3,951,845 01
United States Bonds, par.....		1,000,000 00
Other bonds, stocks, securities, etc.....		67,248 00
Banking house.....		650,000 00
Cash on hand.....	749,870 22	
Cash with other banks.....	1,291,098 94	
Cash with United States Treasurer.....	50,000 00	2,090,969 16

\$7,760,062 17

Liabilities

Capital Stock { Paid in.....	\$300,000 00	
From earnings.....	700,000 00	—\$1,000,000 00
Surplus fund, from earnings.....		250,000 00
Undivided profits, net.....		44,345 42
Circulation.....		1,000,000 00
Reserved for taxes.....		6,000 00
Individual deposits.....	3,837,922 25	
Bank deposits.....	1,621,794 50	5,459,716 75

\$7,760,062 17

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F. E. RUSSELL.....	Ass't Cashier.

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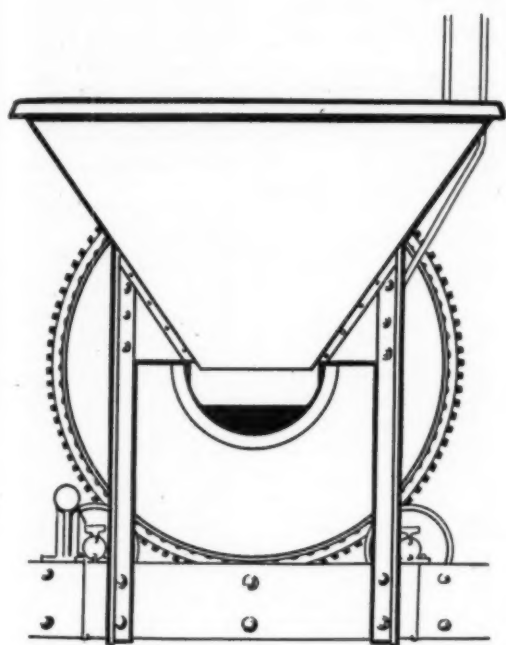
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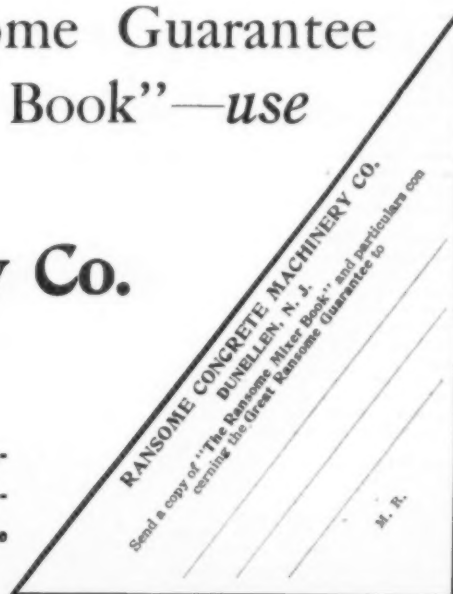
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Triumph Electric Co.	123
Triumph Ice Machine Co., The	2
Trowbridge & Niver Co.	81
Troy Wagon Works Co.	104
Trump Co., The	113
Trussed Concrete Steel Co.	28
Packer & Laxon Mfg. Co.	21
Tudor Roller Mfg. Co.	5
Tulsa Commercial Club	119

U

Union Boiler Co.	87
Union Iron Works Co., The	93
Union Mining Co.	97
Union Steam Pump Co.	97
Union Sulphur Co.	1
United Roofing & Mfg. Co.	1
United States Cast Iron Pipe & Foundry Co.	114
United States Equipment Co.	90, 91
United States Gypsum Co.	1
United States Rail Co.	90
U. S. Wood Preserving Co.	115
Universal Portland Cement Co.	24
Universal Road Machinery Co.	107
Upton-Smoock Construction Co.	21

V

Vacuum Engineering Co.	40
Valk & Murdoch Iron Works	40
Van Antwerp, F. R.	118
Van Winkle (Jin & Machine Co.	87
Victor Manufacturing Co.	10
Virginia Bridge & Iron Co.	33
Virginia Metal Culvert Co.	20
Virginia Waterproofing Corp.	1
Vitified Wheel Co.	1
Vogt Machine Co., Henry	39
Vogtmann & Company	39
Volz Manufacturing Co.	15
Voorhees Rubber Mfg. Co.	95
Vulcan Iron Works	95

W

Wagner Electric Manufacturing Co.	20
Waldo, W.	2
Walker & Elliott	43
Wall Mfg. Supply Co., F.	85, 86, 87
Walsh & Weidner Boiler Co.	37
War Department	43
Warren-Khret Co.	38
Watson-Stillman Co.	38
Weather-Proofing Nail Co.	19
Weir Frog Co.	2
Westbrook Elevator Co.	7
Western Electric Co.	7
Westinghouse Electric & Manufacturing Co.	7
Westinghouse Machine Co.	7
West Pascagoula Creosoting Works	90
West Virginia Rail Co.	124
Wetherill & Co., Inc., Robt.	21
Wheeler Cond. & Eng. Co.	21
Wheelock Engineering Co.	21
White, Gilbert C.	21
White & Co., J. G.	21
Whitin Machine Works	21
Whiting Foundry Equipment Co.	21
Whitinsville Spinning Ring Co.	21
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Wight & Co., W. N.	114
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Williams Co., The G. B.	1
Williams Patent Crusher & Pulverizer Co., The	40
Williams & Sons, I. B.	13
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Wilson & Co., E. H.	91
Wolf Co., Fred W.	10
Wolf Co., The	43
Wolf & Sons, W.	117
Wood & Co., R. D.	113
Wood Iron & Steel Co., Alan	80
Wood's Sons Co., T. B.	14
Worthington, Henry R.	2
Wyett & Son Co., A.	112
Wyoming Shovel Works	104

Y

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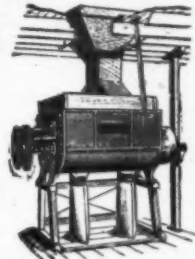
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